

SR 95 Corridor Profile Study

JUNCTION I-8 TO JUNCTION I-40

ADOT Work Task No. MPD-041-15

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WORKING PAPER 1: LITERATURE REVIEW

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PREPARED FOR:

ARIZONA DEPARTMENT OF TRANSPORTATION



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LIST OF ACRONYMS AND ABBREVIATIONS

ABBREVIATION	NAME
AC	Asphaltic Concrete
AR-ACFC	Asphalt Rubber - Asphaltic Concrete Friction Course
ADOT	Arizona Department of Transportation
BCA	Benefit-Cost Analysis
BLM	Bureau of Land Management
BqAZ	Building a Quality Arizona
DCR	Design Concept Report
EA	Environmental Assessment
EIS	Environmental Impact Statement
FHWA	Federal Highway Administration
FY	Fiscal Year
I	Interstate
ITS	Intelligent Transportation Systems
LCCA	Life-Cycle Cost Analysis
LRTP	Long Range Transportation Plan
MP	Milepost
MPD	Multimodal Planning Division
MPO	Metropolitan Planning Organization
MTN	Mountain
N/A	Not Applicable
OP	Overpass
P2P Link	Planning to Programming Link
POE	Port of Entry
STIP	State transportation Improvement Program
TI	Traffic Interchange

UP	Underpass
USDOT	United States Department of Transportation
WACOG	Western Arizona Council of Governments
WIM	Weigh in Motion
YPG	Yuma Proving Ground

1 Introduction

1.1 Study Purpose

The Arizona Department of Transportation (ADOT) is conducting corridor profile studies for nine strategic corridors in the State of Arizona. SR 95, from Interstate 8 (I-8) to Interstate 40 (I-40) is the fourth of those nine strategic corridors.

The SR 95 Corridor Profile Study is a vital next step in developing and completing a strategic planning process to maximize the value of transportation investments and enhance Arizona's economic competitiveness.

The corridor profile studies, upon completion, will connect the vision developed in Building a Quality Arizona (BqAZ) to performance-based programming processes known as Planning to Programming Linkages (P2P Link) that satisfy both funding constraints and progress toward realizing the vision.

The corridor profile studies will analyze key performance measures, identify areas of need and critical deficiencies, and use those as a means to prioritize future improvements in areas that show critical deficiencies, considering life-cycle cost analysis and risk assessment, to make the most efficient use of available funding.

1.2 SR 95 Corridor Profile Study Objectives

In spring 2014, three Corridor Profile Studies were initiated for: I-40, California State Line to Interstate 17 (I-17), I-17, I-40 to Loop 101; and for Interstate 19. These studies are referred to as Round 1 studies.

The SR 95 Corridor Profile Study must build upon the processes, performance criteria, analysis techniques, solutions-development, and priority-setting procedures developed in Round 1 of the corridor profile studies. However, the SR 95 corridor will provide new challenges and insights as the pilot project for non-interstate facilities. This study must leverage and integrate its analysis with the Round 1 work underway, while providing solutions for the unique challenges associated with a non-interstate corridor.

Objectives of the SR 95 Corridor Profile Study include:

Collaborate with ADOT and others to refine the performance framework, established in Round 1, to apply also to non-interstate corridors. This study will be coordinated with ADOT Multimodal Planning Division staff to reach consensus on the procedures and outcomes of each task.

Assess the existing performance of the corridor. Input from past studies, completed projects, and the current construction program will be reviewed to determine the track record of corridor improvements and investment strategies over recent years.

Establish a performance-based vision for the corridor. The corridor will be defined in terms of future performance targets that will serve as a "vision" to guide corridor preservation, modernization, and expansion.

Determine the health of the corridor and identify performance-based needs that must be addressed to achieve the corridor vision. Existing performance will be compared with visionary performance targets to define corridor needs.

Develop and evaluate solution sets and corresponding investment strategies that lead to achieving corridor performance visions. Corridor solution sets will be developed to advance the corridor toward its performance vision.

Scope preferred solution sets and prioritize corridor projects using Life-Cycle Cost Analysis (LCCA), benefit-cost analysis (BCA), and risk assessment approaches. Project scoping is a critical step to transition from solution sets to project candidates. The approach to project scoping will include appropriate emphasis on development issues and life-cycle costing to ensure that recommendations are ready to be considered in a risk assessment framework before being considered as candidates for P2P selection and priority processes in the ADOT construction program.

Document study procedures, measures, and criteria to serve as guidance for future profile studies. A well-documented process will be a key requirement for creating consistency between the non-interstate corridor studies and P2P Link selection and priority procedures.

1.3 Working Paper 1 Overview

The purpose of Working Paper No. 1 is to review studies, plans, and construction programs related to the SR 95 corridor conducted over the last 15 years (approximately) to document historic investments, unmet corridor needs, and corridor visions that will inform corridor performance targets, to be developed in Task 3 of this study.

In addition, environmental clearance documents were reviewed to assess significant environmental resources, clearances, and standing mitigation requirements. This report also documents performance metrics used in past studies, where available. The status of project recommendations from past studies and programs are documented (completed or constructed projects, environmentally cleared projects, programmed projects, projects in construction, or no action taken)

1.4 Study Location and Corridor Segments

The location of the SR 95 Corridor Profile Study is illustrated in **Figure 1**. The study area consists of segments of both SR 95 and US 95, however, for the purposes of this study, the study area is generally referred to as SR 95, except where noted in reference to a specific project. The SR 95 corridor serves as a route for agricultural, military, recreational, tourist, and regional traffic. The functional classification of SR 95 between I-40 and I-10 and of US 95 between I-10 and I-8 is Rural Principal Arterial. SR 95 and US 95 are both part of the National Highway System. Because the SR 95 corridor is the only continuous north-south state highway corridor that connects the three Arizona east-west interstate routes of I-8, I-10, and I-40, it is a strategic transportation link across western Arizona for freight and inter-city travel. The SR 95 corridor is located in two ADOT Districts (Yuma and Kingman); three planning areas (Yuma Metropolitan Planning Organization [MPO], Lake Havasu MPO, and Western Arizona Council of Governments [WACOG]; and three counties [Yuma, La Paz, and Mohave]).

The US 95 portion of the SR 95 corridor runs between I-8 and I-10 and connects the cities of Yuma and Quartzsite while also providing a strategic connection to the U.S. Army Yuma Proving Ground (YPG) and General Motors Desert Proving Ground – Yuma. The SR 95 portion of the SR 95 corridor runs between I-10 and I-40 and connects the cities of Quartzsite, Parker, and Lake Havasu City. This corridor also serves and passes through the Colorado River Indian Tribes.

Corridor Segments

The SR 95 study corridor has been divided into 13 segments to allow for an appropriate level of detailed needs analysis, performance evaluation, and comparison between different segments of the corridor. Characteristics considered during the segmentation of the corridor can be summarized into three main categories:

- Roadway grade – associated with elevation, terrain, and weather
- Roadway cross-section – associated with the number and type of travel lanes, whether carriageways are separated or not, and if the roadway is in an urban or rural environment
- Traffic conditions – associated with changes in traffic volume numbers or composition, the presence of major highway junctions, and the influence of adjacent land uses
- Facility type – associated with whether the facility is an interrupted or uninterrupted flow facility

These corridor segments are described in **Table 1** and shown in **Figure 1**.

Table 1: SR 95 Corridor Segments

Segment Number	Begin Milepost	End Milepost	Length (miles)	Description of Segment Characteristics
95-A	24	29	5	Non-ADOT facility (turned back to City of Yuma), traffic interchange (TI) with I-8; this Segment A will not be analyzed within the SR 95 Corridor Profile Study. Segment A is identified as it is a critical connection to I-8.
95-1 (Yuma)	29	34	5	Beginning-point of ADOT facility, interrupted flow facility with four-lane cross-section, relatively flat terrain, transitioning urban/rural area, junction with Araby Road and Fortuna Road, private land ownership
95-2	34	42	8	Uninterrupted flow facility with a two-lane cross-section, rolling terrain, rural, Bureau of Land Management (BLM), Bureau of Reclamation (BOR)
95-3	42	60	18	Uninterrupted flow facility with two-lane cross-section, flat terrain, rural, military land ownership (Laguna Army Airfield, YPG), General Motors Desert Proving Ground Yuma, junction with Imperial Dam Road
95-4	60	80	20	Uninterrupted flow facility with two-lane cross-section, relatively flat terrain, rural, BLM, Kofa National Wildlife Refuge, military land ownership
95-5	80	104	24	Uninterrupted flow facility with two-lane cross-section, flat terrain, BLM, Kofa National Wildlife Refuge
95-6 (Quartzsite)	104	111	2.5*	Interrupted flow with five-lane cross-section, urban area type within Quartzsite, private land ownership, BLM, State Trust land, junction with I-10, transition from US 95 to SR 95
95-7	111	131	20	Uninterrupted flow facility with two-lane cross-section, flat terrain, rural, BLM, State Trust Land
95-8	131	142	11	Uninterrupted flow facility with two-lane cross-section, flat, rural, BLM, State Trust land, Tribal land, junction with SR 72
95-9 (Parker)	142	149	7	Interrupted flow with five-lane cross-section, relatively flat with some grade variation, urban area type within Parker to Cienega Springs, private land ownership, Tribal land
95-10	149	162	13	Uninterrupted flow facility with cross-sections varying from two lanes to four lanes, mountainous terrain, rural with some communities within the vicinity of the corridor, State Trust land
95-11	162	176	14	Uninterrupted flow facility with two-lane cross-section, mountainous terrain, rural, BLM, U.S. Fish and Wildlife Service, State Trust land
95-12 (Lake Havasu City)	176	190	14	Interrupted flow facility with five-lane cross-section, flat terrain, urban area type within Lake Havasu City and Desert Hills, private land ownership, State Trust land
95-13	190	202	12	Uninterrupted flow facility with cross-sections varying from two lanes to four lanes, rolling hills terrain, rural, BLM, junction with I-40

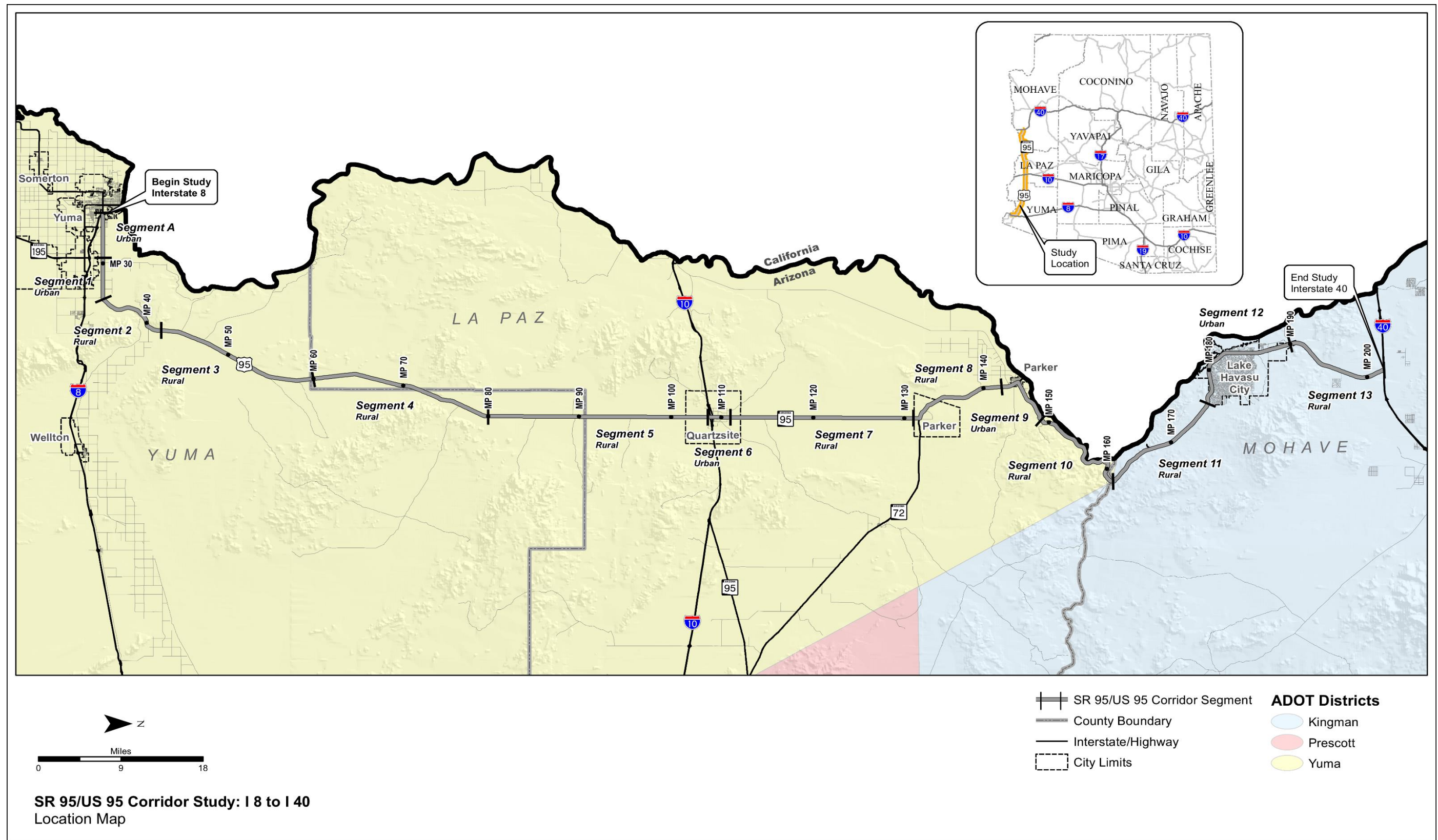


Figure 1: Location Map and SR 95 Corridor Profile Study Segments

2 Literature Review

A literature review was conducted to summarize available prior studies, plans, and programs pertinent to the SR 95 Corridor within the study limits. The documents reviewed for the literature review are listed in **Table 2**.

The literature review documents were grouped in the following categories:

- State/regional plans and programs (**Table 3**)
- Corridor documents (**Table 4**)
- Location-specific documents (**Table 5**)
- Mode-specific documents (**Table 6**)

A reference list of projects constructed since 2000 in the study area is provided in **Table 7**. This list was compiled from a listing of as-built plans obtained from ADOT.

The literature review is summarized in tabular form. **Tables 3 through 6** include the following information:

- Name of study
- Date
- Prepared by/for
- Overview
- Recommendations
- Location or beginning MP
 - Description of document
 - Objective of project. Options are:
 - Preservation: Activities that protect transportation infrastructure by sustaining asset condition or extending asset service life. Examples of preservation recommendations include regular maintenance and resurfacing of pavements, replacing aged transit vehicles, upgrading rail track, and airport runway rehabilitation.
 - Modernization: Highway improvements that upgrade efficiency, functionality, and safety without adding capacity. Examples of modernization recommendations include widening of narrow lanes, access control, bridge replacement, hazard elimination, lane reconstruction, aviation upgrades, and bus system upgrades.
 - Expansion: Improvements that add transportation capacity through the addition of new facilities and or services. Examples of expansion recommendations include adding new highway lanes, expanding bus service, construction of new highway facilities, and adding rail passenger service or facilities.
- Status of recommendation – The status of the recommendations was determined from a number of sources including the Active Project Status Reports, the State Transportation Improvement Program (STIP), and information from the ADOT Engineering Records Section. Key information reported on the status of recommendations were:
 - No action
 - Environmental document
 - STIP year and project number
 - Construction year
- Performance measures – Performance measures are identified if documented.

An overview of key projects recommended for the SR 95 corridor is shown graphically in **Figure 2**.

The SR 95 corridor spans a diverse range of contexts and must meet the needs of a diverse set of users.



SR 95 connects tourists to the Colorado River.



SR 95 meets local mobility needs in the urbanizing area of Yuma.



SR 95 passes through Yuma, Quartzsite, Parker (shown), and Lake Havasu City and is utilized by freight and truck traffic, recreational vehicles, bicyclists, pedestrians, and those using transit.



SR 95 is a vital freight corridor as it connects to 3 interstates: I-8, I-10, and I-17.

Table 2: Summary of Documents Reviewed

Name	Year	Prepared By / For
State/ Regional Plans and Programs		
2015-2019 State Transportation Improvement Program	2014	Arizona Department of Transportation
2015-2019 State Transportation Improvement Program Amendment 14	2014	Arizona Department of Transportation
2015-2019 State Transportation Improvement Program Amendment 19	2014	Arizona Department of Transportation
2014-2018 State Transportation Improvement Program Amendment 16	2014	Arizona Department of Transportation
2014-2019 Transportation Improvement Program	2009	Yuma Metropolitan Planning Organization
Statewide Transportation Planning Framework Western Arizona Regional Framework Study Working Paper 2 - Existing and Future Conditions	2008	Parsons Brinckerhoff / Arizona Department of Transportation
Statewide Transportation Planning Framework Western Arizona Regional Framework Study Working Paper 3 - Scenarios and Evaluation Development	2009	Arizona Department of Transportation
2010 Statewide Transportation Planning Framework	2010	Arizona Department of Transportation
What Moves You Arizona, Long-Range Transportation Plan 2010-2035	2011	Arizona Department of Transportation
Yuma Metropolitan Planning Organization 2014 – 2037 Regional Transportation Plan	2013	Kimley-Horn, Wilson & Company, Gordley Design Group / Yuma Metropolitan Planning Organization
Climbing and Passing Lane Prioritization Study	2015	Jacobs / Arizona Department of Transportation
North Havasu Area Transportation Study	2010	Lima & Associates / Lake Havasu City
2014 Strategic Long Range Transportation Plan for the Colorado River Indian Tribes	2014	Kimley-Horn / Colorado River Indian Tribes
City of Yuma Transportation Master Plan	2014	Wilson & Company, TRA / City of Yuma
ADOT Statewide Shoulder Study, Kingman District Recommended Shoulder Improvement Priorities	2015	Arizona Department of Transportation Kingman District
Bureau of Land Management Yuma Field Office Approved Resource Management Plan	2010	Bureau of Land Management
Bureau of Land Management Lake Havasu Field Office Approved Resource Management Plan	2007	Bureau of Land Management
Corridor-Specific Documents		
U.S 95, Avenue 9E to Aberdeen Road, Final Design Concept Report	2007	URS / Arizona Department of Transportation
Final Design Concept Report (DCR), US 95, Milepost 42 to Cibola Lake Road	2012	Kimley-Horn / Arizona Department of Transportation
SR 95 Realignment Lake Havasu Area, Final Location Report and Environmental Overview	2009	EPS Group / Arizona Department of Transportation
L/DCR and EIS, SR 95 Realignment Study	2010	Jacobs / Arizona Department of Transportation
Location-Specific Documents		
Segment 95-1 (Yuma) – MP 29 to MP 34		
No location - specific documents found		Arizona Department of Transportation
Segment 95-2: MP 34-42		
2 Final Project Assessment, US 95 Wellton-Mohawk Canal Bridge #343	2004	Stanley Consultants / ADOT
Final Project Assessment, US 95, Construct Passing Lanes Between MP 34 and MP 44 (segments 2 and 3)	2003	ADOT
Segment 95-3: MP 42-60		
Final Project Assessment for US 95 at Aberdeen Road and YPG Entrance	2002	Dahl, Robins & Associates / ADOT
Final Project Assessment, US 95, MP 55 Drainage Crossing	2000	Agra Infrastructure
Final Project Assessment, US 95, MP 57 Drainage Crossing	2000	Agra Infrastructure / ADOT
Environmental Determination for US 95 Aberdeen Rd and YPG entrance	2003	ADOT Environmental Planning Group

Name	Year	Prepared By / For
Final Project Assessment, US 95, Castle Dome Annex Road	2000	Entranco / ADOT
Segment 95-4:MP 60-MP 80		
Categorical Exclusion for US 95, Peligro -Clarks	2009	ADOT Environmental Planning Group
Environmental Determination for US 95 at MP 79	2007	ADOT Environmental Planning Group
Segment 95-5: MP 80-MP 104		
Initial Scoping Letter, US 95, MP 82 and 89.2 Turn Lanes	2008	Core Engineering Group / ADOT
Environmental Approval Memorandum for US 95 at MP 82 & 89	2011	ADOT Environmental Planning Group
Environmental Determination for US 95, south of Quartzsite	2003	ADOT Environmental Planning Group
Final Project Assessment, SR 95, MP 96 and 96.4	2001	Carter & Burgess / ADOT
Project Assessment, US 95, La Paz Valley Road intersection	2002	James Davey and Associates / ADOT
Environmental Determination for US 95/ La Paz Valley Road Project	2003	ADOT Environmental Planning Group
Environmental Determination for SR 95 at MP 112	2005	ADOT Environmental Planning Group
Memorandum for SR 95, Quartzsite Phase I (this project is in segments 5 and 6)	2000	ADOT Environmental Planning Group
Final Project Assessment, US 95, MP 98-104	2014	Stanley Consultants / ADOT
Segment 95-6: MP 104-MP 111		
Memorandum for SR 95, Quartzsite Phase II	2001	ADOT Environmental Planning Group
Segment 95-7: MP 111-MP 131		
Final Project Assessment, SR 95, Passing Lanes south of Bouse Wash	2005	ADOT
Environmental Approval Memorandum for Passing Lanes South of Bouse Wash	2008	ADOT Environmental Planning Group
Segment 95-8: MP 131-MP 142		
Quartzsite – Parker – Topock Hwy (SR- 95) Offset Right-Turn Lane (Scoping Letter)	2005	Kimley-Horn / ADOT
Final Project Assessment, SR 95, MP 131.7-MP 142.7 Shoulder Widening (this project is in segments 8 and 9)	2005	ADOT
Categorical Exclusion for SR 95,MP 132.5 to MP 140.9	2010	ADOT Environmental Planning Group
Segment 95-9: MP 142-MP 149		
Environmental Determination for SR 95 Parker Southbound Lane Drop	2004	ADOT Environmental Planning Group
Final Project Assessment, SR 95, MP 144	2001	Sverdrup Civil / ADOT
Environmental Determination for SR 95, Parker-Lakeside	2004	HDR / ADOT Environmental Planning Group
Segment 95-10: MP 149-MP 162		
Environmental Determination for SR 95 at Buckskin Mountain State Park	2003	ADOT Environmental Planning Group
Environmental Determination for SR 95, Holiday Harbor	2009	ADOT Environmental Planning Group
Final Project Assessment, SR 95, MP 158.8 to MP 159.0	2001	Parsons Transportation Group
Environmental Determination for SR 95 Parker to Lake Havasu	2003	ADOT Environmental Planning Group
Final Project Assessment, SR 95, MP 160.9	2010	Point Engineers / ADOT
Categorical Exclusion, SR 95 Intersection Improvements	2011	ADOT Environmental Planning Group
Categorical Exclusion, US 95, MP 160.9	2012	ADOT Environmental Planning Group

Name	Year	Prepared By / For
Segment 95-11: MP 162-MP 176		
Environmental Determination for SR 95, Lake Havasu City South	2003	ADOT Environmental Planning Group
SR 95 Access Management Study (also covers segments SR 95-12 and 95-13)		
Segment 95-12: MP 176-MP 190 (Lake Havasu City)		
Memorandum for SR 95, McCullough Boulevard South – London Bridge Road	2002	ADOT Environmental Planning Group
Segment 95-13: MP 190-MP 202		
Categorical Exclusion, SR 95 Climbing Lanes	2013	ADOT Environmental Planning Group
Environmental Approval Memorandum for SR 95, Lake Havasu North	2001	ADOT Environmental Planning Group
Mode Specific Documents		
2015 Yuma Regional Transportation Coordination Plan	2015	Yuma Metropolitan Planning Organization
Yuma County Rail Corridor Study	2013	Parsons Brinckerhoff / Yuma Metropolitan Planning Organization
2010 Statewide Rail Framework Study	2010	Arizona Department of Transportation
Arizona State Rail Plan	2011	Arizona Department of Transportation
Yuma Regional Transit Study	2012	Parson Brinkerhoff / Arizona Department of Transportation, Yuma County
Western Arizona Council of Governments Regional Transportation Three Year Coordination Plan Update, 2014-2015	2013	Western Arizona Council of Governments
Statewide Bicycle and Pedestrian Plan Update	2013	Kimley- Horn / Arizona Department of Transportation
Arizona Multimodal Freight Analysis Study	2007	Arizona Department of Transportation
Arizona State Rail Plan	2007	Arizona Department of Transportation
Statewide Rail Framework Study	2010	Arizona Department of Transportation
ADOT Ports of Entry Study	2013	Arizona Department of Transportation
Freight Analysis Framework	2013	Federal Highway Administration (FHWA)
National Performance Management Research Data Set	2013	FHWA
Travel Time in Freight Significant Corridors	2007	FHWA

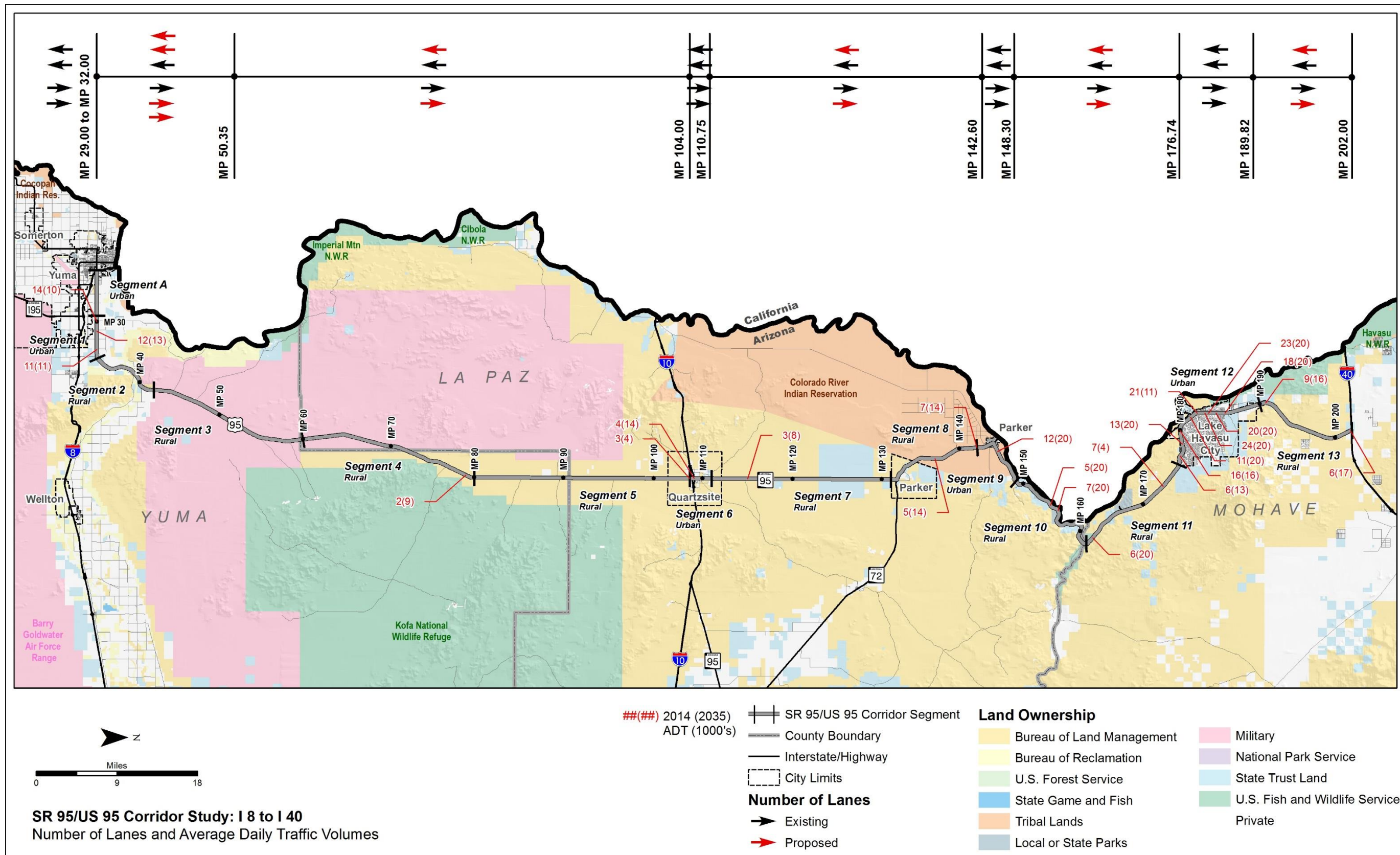


Figure 2: Summary of Previously Recommended Projects on SR 95

2.1 State/Regional Plans and Programs

Transportation plans and programs are prepared and updated by state and regional planning agencies such as the ADOT Multimodal Planning Division (MPD), WACOG, and Yuma MPO. The latest versions of transportation plans prepared by these agencies were reviewed to document transportation improvements recommended on SR 95. A transportation plan of note is the Building a Quality Arizona (BqAZ, 2010) which recommended a visionary transportation plan for 2050. BqAZ recommendations for statewide transportation visions were developed from regional transportation framework studies conducted for regions of the state. Framework studies for the western region of Arizona were reviewed for recommended improvements to SR 95.

Transportation programs include cost-constrained project recommendations that are updated annually. Programs developed at the regional level are integrated with the ADOT Five-Year Construction Program so only the current ADOT program and amendments are summarized in this section.

Table 3: Summary of Statewide / Regional Plans and Programs Relating to the SR 95 Corridor

Name of Study	Date	Prepared by / for	Overview	Recommendations						Status of Recommendation				Performance Measures
				Study Segment	Location or Begin MP	Description	Preservation	Modernization	Expansion	No Action	Environmental Document	STIP Year and Project Number	Construction Year*	
2015-2019 State Transportation Improvement Program (STIP)	2014	ADOT	The STIP identifies statewide priorities for transportation projects. The STIP is financially constrained and maintained by year.	1	MP 30.9	Construct Roundabout – US 95 and 8E Intersection	N/A	√	N/A	N/A	N/A	FY 2017	17016 / H838801C	None listed
				1,2	MP 34	Construct New Bridge – Fortuna Wash Bridge	N/A	√	N/A	N/A	N/A	FY 2015	10416 / H459901C	
				9	MP 143	Construction – SR 95 at Mohave Road	N/A	√	N/A	N/A	N/A	FY 2017	19413 / H848901D	
				9	MP 148	SB Left-Turn Lane at Cienega Springs Road	N/A	N/A	√	N/A	N/A	FY 2015	17214 / H849201C	
				12	MP 182	Landscaping Enhancement	√	N/A	N/A	N/A	N/A	FY 2015	20814 / H801801C	
2016-2020 Five – Year Transportation Facilities Construction Program	June 2015	ADOT	The purpose of the Five-Year Transportation Facilities Construction Program is to set forth the plan for developing projects for the next five years.	1	MP 30.9	Construct Roundabout – US 95 and 8E Intersection	N/A	√	N/A	N/A	N/A	FY 2017	17016 / H838801C	None listed
				9	MP 143	Construction – SR 95 at Mohave Road	N/A	√	N/A	N/A	N/A	FY 2017	19413 / H848901D	
				11,12	MP 165.8-MP 183.6	Construct drainage improvements	N/A	√	N/A			FY 2017	5318 / H881101C	
Statewide Transportation Planning Framework Western Arizona Regional Framework Study Working Paper 3 - Scenarios and Evaluation Development	May 2009	Parsons - Brinckerhoff/ ADOT	Working Paper 3 presents future roadway and transit needs. Three improvement scenarios were developed to address needs. SR 95 was anticipated to experience extreme congestion in 2030 between I-40 and	1,2,3	US 95, Between Avenue 9E to 18.5 miles north	Widen US 95 to six lanes, 18.5 miles	N/A	N/A	√	√	N/A	N/A	N/A	Evaluation criteria were developed in areas of mobility and access, transportation/ land use integration, environmental and conservation, and economic benefit
				3 through 13	US 95, 18.5 miles north on US 95 from Avenue 9E to SR-68	Widen US 95 to four lanes	N/A	N/A	√	√	N/A	N/A	N/A	
				6 through 13	SR 95, Between US 95 to SR-68	Widen SR 95 to four lanes	N/A	N/A	√	√	N/A	N/A	N/A	
				N/A	Not specified	Traffic access, safety considerations, and enforcements	√	√	N/A	N/A	N/A	N/A	N/A	

Name of Study	Date	Prepared by / for	Overview	Recommendations						Status of Recommendation				Performance Measures
				Study Segment	Location or Begin MP	Description	Preservation	Modernization	Expansion	No Action	Environmental Document	STIP Year and Project Number	Construction Year*	
			north Lake Havasu City, North Lake Havasu City and Parker, and Quartzsite and Yuma	13	I-40/SR 95 interchange	Construct new system interchange at I-40/SR 95	N/A	√	√	√	N/A	N/A	N/A	
				N/A	Bus transit service between Kingman and Lake Havasu City	Implement inter-city transit service between Kingman and Lake Havasu City	N/A	N/A	√	√	N/A	N/A	N/A	
				N/A	Passenger rail along SR 95 in Mohave, La Paz, Yuma counties. From I-40 to the South	Implement passenger rail service (in Scenarios B and C)	N/A	N/A	√	√	N/A	N/A	N/A	
2010 Statewide Transportation Framework	March 2010	ADOT	Recommendations for a Statewide transportation vision were developed from regional framework studies	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	Future transportation scenarios were assessed based on five principles: <ul style="list-style-type: none"> • Improve mobility and accessibility • Support economic growth • Promote sustainable transportation/ land use links • Consideration of the environment and natural resources • Support safety and security
North Havasu Area Transportation Study	2010	Lima & Associates / Lake Havasu City	Development of an implementation plan that outlines actions to accomplish roadway and non-motorized projects transportation system management strategies, and access management strategies	12		Short-term: Adopt North Havasu Area Transportation Study, Conduct SR 95 Realignment Design Concept Study	N/A	N/A	√	√	N/A	N/A	N/A	Mid-range and long-range scenarios were assessed based on the following: <ul style="list-style-type: none"> • Mobility / congestion relief • Accessibility and connectivity • System preservation • Integration and connectivity with other modes • Safety • Economic benefits
						Mid-term: Preserve SR 95 realignment right-of-way, Construct two-lane SR 95 realignment and interchanges, Construct two-lane SR 95 realignment frontage road from Chenoweth to Bentley, implement access management on existing SR 95 as recommended in the <i>Access Management Study State Route 95 I-40 to Bill Williams Bridge, July 2004</i>	N/A	N/A	√	√	N/A	N/A	N/A	

Name of Study	Date	Prepared by / for	Overview	Recommendations						Status of Recommendation				Performance Measures
				Study Segment	Location or Begin MP	Description	Preservation	Modernization	Expansion	No Action	Environmental Document	STIP Year and Project Number	Construction Year*	
						Long-term: Construct four-lane SR 95 realignment and interchanges, Construct two-lane SR 95 realignment frontage road, extend and construct Chenoweth Rd. to SR 95 realignment	N/A	N/A	√	√	N/A	N/A	N/A	
Yuma Metropolitan Planning Organization 2014-2037 Regional Transportation Plan (RTP)	August 2013	Kimley-Horn and Associates / Yuma Metropolitan Planning Organization	The RTP identifies and prioritizes future transportation investments for the Flagstaff region for driving, transit, walking, biking, and goods movement	1	US 95/Ave. 8E (MP 30.9)	US 95/Ave. 8E safety improvements	N/A	√	N/A	N/A	N/A	N/A	N/A	<ul style="list-style-type: none"> Addresses safety Addresses congestion Preserves existing infrastructure Improves system continuity and efficiency Promotes economic development Encourages multimodal travel Improves air quality
				1	Ave, 9E to Fortuna Rd.(MP 31.9 to MP 33.7)	US 95 widening from two lanes to four lanes	N/A	N/A	√	N/A	N/A	N/A	N/A	
				2	Fortuna Rd. to Gila River (MP 33.7 to MP 38.9)	US 95 widening from two lanes to four lanes	N/A	N/A	√	N/A	N/A	N/A	N/A	
				3	Imperial Dam Rd. to Aberdeen Rd.(MP 44.1 to 47.3)	US 95 widening from two lanes to four lanes	N/A	N/A	√	N/A	N/A	N/A	N/A	
				N/A	N/A	Traffic signals and ITS devices on State Highway System	N/A	√	N/A	N/A	N/A	N/A	N/A	None Listed
Climbing and Passing Lane Prioritization Study	2015	Jacobs / ADOT	Enhance the 2003 study's methodology and develop a new priority list of locations for passing and climbing lanes utilizing ADOT's current transportation datasets	13	MP 194 – MP 201	SR 95 northbound (NB) Passing Lane (Tier 2 level)	N/A	N/A	√	N/A	N/A	N/A	N/A	None Listed
				11	MP 166 – MP 175	SR 95 southbound (SB) Passing Lane (Tier 2 level)	N/A	N/A	√	N/A	N/A	N/A	N/A	
				11	MP 166 – MP 173	SR 95 NB Passing Lane (Tier 3 level)	N/A	N/A	√	N/A	N/A	N/A	N/A	
				10	MP 158 – MP 161	SR 95 NB Passing Lane (Tier 2 level)	N/A	N/A	√	N/A	N/A	N/A	N/A	
				8	MP 132 – MP 139	SR 95 NB Passing Lane (Tier 2 level)	N/A	N/A	√	N/A	N/A	N/A	N/A	
				8	MP 132 – MP 139	SR 95 SB Passing Lane (Tier 2 level)	N/A	N/A	√	N/A	N/A	N/A	N/A	
				5	MP 88 – MP 90	US 95 NB Passing Lane (Tier 3 level)	N/A	N/A	√	N/A	N/A	N/A	N/A	
				10	MP 152 – MP 155	SR 95 NB Passing Lane (Tier 3 level)	N/A	N/A	√	N/A	N/A	N/A	N/A	
				5	MP 92 – MP 98	US 95 NB Passing Lane (Tier 3 level)	N/A	N/A	√	N/A	N/A	N/A	N/A	

Name of Study	Date	Prepared by / for	Overview	Recommendations						Status of Recommendation				Performance Measures	
				Study Segment	Location or Begin MP	Description	Preservation	Modernization	Expansion	No Action	Environ-mental Document	STIP Year and Project Number	Construction Year*		
				5	MP 92 – MP 98	US 95 SB Passing Lane (Tier 3 level)	N/A	N/A	√	N/A	N/A	N/A	N/A	N/A	
				5	MP 84 – MP 90	US 95 SB Passing Lane (Tier 3 level)	N/A	N/A	√	N/A	N/A	N/A	N/A	N/A	
				4, 5	MP 76 – MP 82	US 95 NB Passing Lane (Tier 3 level)	N/A	N/A	√	N/A	N/A	N/A	N/A	N/A	
				4, 5	MP 76 – MP 82	US 95 SB Passing Lane (Tier 3 level)	N/A	N/A	√	N/A	N/A	N/A	N/A	N/A	
What Moves You Arizona, Long-Range Transportation Plan 2010-2035	Nov-ember, 2011	ADOT	A 25-year transportation plan to guide future investments in transportation. The plan used a combination of technical information and public input to develop a fiscally-constrained Long-Range Transportation Plan.	N/A	No specific projects are listed	N/A	N/A	N/A	N/A	Performance Measures <u>Improve Mobility and Accessibility</u> - Percentage of roadway miles at acceptable congestion levels - Average speed during peak periods in urban areas - Total annual (or average daily) hours of delay - Amount of rural highways “improved” <u>System Preservation and Maintenance</u> - Percentage of State System lane miles with “fair” or better pavement conditions - Number of structurally deficient bridges - Percent of required maintenance spending - Percent of rural transit preservation needs met <u>Support Economic Growth</u> - Number of jobs created/retained - Percentage of roadway miles at acceptable congestion levels - Average speed during peak periods in urban areas - Total annual (or average daily) hours of delay - Amount of rural highways “improved” - Resources available to support economic initiatives <u>Link Transportation and Land Use</u> - Percentage of roadway miles at acceptable congestion levels - Average speed during peak periods in urban areas - Total annual (or average daily) hours of delay - Level of improved access management <u>Consider Natural, Cultural, and Environmental Resources</u> - Change in vehicle-related emissions - Level of environmental certification <u>Enhance Safety and Security</u> - Number of fatalities, by mode - Number of crashes, by mode <u>Strengthen Partnerships</u> (Quantitative performance measures are not applicable to this goal area.) <u>Promote Fiscal Stewardship</u> - Relative benefits of investment choices					
ADOT Kingman District Recommended Shoulder Improvement Priorities	2015	ADOT Kingman District	Provides and overview of recommended shoulder improvements and prioritization.	N/A	N/A	Describes recommended shoulder improvements and the prioritization, and process	N/A	√	N/A	N/A	N/A	N/A	N/A	Prioritization ranked using Safety, mobility, and construction feasibility criteria	
Bureau of Land Management Yuma Field Office Approved Resource Management Plan / Record of Decision	2010	Bureau of Land Management	Management Plan for the BLM Yuma Field Office	N/A	N/A	The Yuma Field Office will designate 4,600 miles of inventoried routes in the planning area through implementation-level Travel Management	N/A	N/A	N/A	N/A	N/A	N/A	N/A	None listed	

Name of Study	Date	Prepared by / for	Overview	Recommendations						Status of Recommendation				Performance Measures
				Study Segment	Location or Begin MP	Description	Preservation	Modernization	Expansion	No Action	Environmental Document	STIP Year and Project Number	Construction Year*	
						Plans within five years.								
Bureau of Land Management, Lake Havasu Field Office Approved Resource Management Plan / Record of Decision	2007	Bureau of Land Management	Management Plan for the BLM Yuma Field Office	N/A	N/A	The BLM will designate a Travel Management Network (TMN) for the planning area within 5 years of adoption of this Approved Plan.	N/A	N/A	N/A	N/A	N/A	N/A	N/A	None listed

2.2 Corridor Documents

Corridor-specific documents include planning studies that typically span large segments of the SR 95 corridor. Improvement recommendations from these studies are typically unfunded, but can form the basis for inclusion in state or regional plans and programs.

It should be noted that ADOT and the FHWA are currently evaluating two potential north-south corridors for the future realignment/relocation of SR 95 north of the corridor study area in northwestern Arizona. SR 95 is the primary north-south highway in western Arizona, linking the communities of Bullhead City, Arizona, and Laughlin, Nevada, with other towns and communities to the south along the Colorado River, such as Lake Havasu City, Parker, and Quartzsite. The corridors begin approximately two miles south of I-40 near Topock and extend north to SR 68 near Bullhead City, totaling approximately 42 miles. The possible realigning or relocating of SR 95 is considered necessary to facilitate regional traffic flow through northwestern Arizona. Project documentation, which includes a Location/Design Concept Report (L/DCR) and Environmental Impact Statement (EIS) is included in this literature review because the southern terminus of the proposed improvements is within this corridor study limits.

A significant project along US 95 from Avenue 9E to Aberdeen Road (Milepost 31.8 to Milepost 47.8) will improve capacity and safety. A new bridge, roadway widening, and other improvements

are planned to provide flood mitigation and improve drainage. The Fortuna Wash Bridge construction project within this corridor is programmed to begin construction this year.

Another major study completed in 2012 was a DCR for a roadway widening project for a 40-mile road segment between MP 42 and MP 82. The project was divided into 17 project segments.

A Location Report and Environmental Overview for a realignment of SR 95 in the Lake Havasu Area was completed in 2009.

Corridor documents are summarized in **Table 4**.

- US 95, Avenue 9E to Aberdeen Road, DCR (2007)
- Final DCR, US 95, Milepost 42 to Cibola Lake Road (Milepost 82) (2012)
- SR 95 Realignment, Lake Havasu Area, Final Location Report and Environmental Overview (MP 175 to Milepost 191) (2009)
- L/DCR and EIS, SR 95 Realignment Study (I-40 to SR 68) (2010)

Table 4: Review of Corridor Specific Documents Relating to the SR 95 Corridor

Name of Study	Date	Prepared by/for	Overview	Recommendations					Status of Recommendation					Estimated Construction Cost (\$000)	Performance Measures
				Location or Begin Milepost	Description	Preservation	Modernization	Expansion	No Action	Environmental Document	STIP Year and Project Number	Construction Year			
U.S 95, Avenue 9E to Aberdeen Road, Final Design Concept Report	January 2007	URS / ADOT	Improve capacity and operations on this 16-mile corridor.	MP 31.8 to MP 47.8	MP 31.8 to MP 38.8 – Widen to a four-lane highway with continuous left-turn lanes, with a new bridge over the Gila Gravity Canal. Two new bridges were anticipated to be constructed over Fortuna Wash channels in FY 2011. MP 38.8 to MP47.7- Construct a four-lane highway with a 50-foot graded median separation and paved shoulders.	N/A	√	√	N/A	N/A	N/A	N/A	N/A	\$76,276 (4 phases: Ave 9E to Ave 11E – \$8,178 Fortuna Wash Bridges - \$13,836 Fortuna Wash to Gila River - \$18,516 Gila River to Aberdeen Road - \$35,746	Evaluation criteria included: <ul style="list-style-type: none">• Traffic operational characteristics and geometry• Roadway capacity• Constructability• Right-of-way• Cost• Drainage
Final Design Concept Report, US 95, Milepost 42 to Cibola Lake Road	August 2012	Kimley-Horn / ADOT	Improve traffic operations and safety	MP 42 to MP 82	Widen US 95 to a four-lane divided highway. The project was divided into 17 project segments.	N/A	√	√	N/A	Categorical Exclusion was started but not complete, since funding was not available.	N/A	N/A	N/A	\$239,935 (17 phases)	Project segments based on: <ul style="list-style-type: none">• Improving safety and meeting current design standards• Improve capacity• Improve operations• Sequencing to achieve continuous 4-lane segments• Funding
SR 95 Realignment Lake Havasu Area, Final Location Report and Environmental Overview	August 2009	EPS Group / ADOT	Enhance capacity	Study area bounded by MP 175 and 191 and between the Mohave Mountains and Lake Havasu City. Study area was divided into Southern, Central, and Northern regions.	Corridor alignments were recommended for future study. The corridors assumed an ultimate four-lane divided highway.	N/A	N/A	√	N/A	Report referred to the need for a future National Environmental Policy Act (NEPA) process.	N/A	N/A	N/A	\$413,000 (2 phases)	<ul style="list-style-type: none">• Traffic• Environmental• Physical characteristics• Land use• Public/communi-ity impact
L/DCR and EIS, SR 95 Realignment Study	April 2010	Jacobs / ADOT	Alternative selection for SR 95 from I-40 to SR 68. The transition at I-40 may be within this corridor study.	I-40 to SR 68	Provide an alternate route for regional traffic and reduce congestion.	N/A	N/A	√	N/A	An EIS is part of this document.	N/A	N/A	N/A	Project is adjacent to study area.	Evaluation criteria included design factors, social/economic evaluation factors, and environmental evaluation factors.

2.3 Location Specific Documents

Location-specific documents on SR 95 are typically project scoping documents which provide specific information for programming and guide the subsequent stages of the ADOT Project Development Process.

Several types of project scoping documents were reviewed for the SR 95 Corridor—Scoping Letters and Project Assessments.

A Scoping Letter is a document that describes the scope, schedule, and cost of a project. This is the simplest form of project scoping documentation.

Project Assessments represent a formal process by which the Highway Development and Highway Operations Groups reach initial consensus on project scope, cost, and schedule. Unless major unforeseen circumstances occur, this early consensus is considered binding throughout the project development process.

This section also contains approved environmental clearances.

On SR 95, the following location-specific documents were reviewed:

Access Management Study

- Access Management Study - SR 95, I-40 to Bill Williams Bridge (2004)

Project Assessments

- Wellton-Mohawk Canal Bridge #343
- SR 95, passing lanes south of Bouse Wash
- US 95, Construct passing lanes between MP 34 and 44
- US 95, La Paz Valley Road intersection
- US 95 at Aberdeen Road and YPG Entrance
- SR 95, MP 160.9
- SR 95, MP 158.8 to MP 159
- SR 95, MP 144
- SR 95, MP 96 and 96.4
- US 95, Castle Dome Annex Road
- US 95, MP 57 Drainage Crossing
- US 95, MP 98-104

Scoping Letters

- Scoping letter for Quartzsite – Parker – Topock Hwy (SR- 95) Offset Right Turn Lane
- Environmental clearances are also included in this section. ADOT's Environmental Planning Group is responsible for assuring that all projects comply with the requirements of the National Environmental Policy Act (NEPA).

In general these documents are typically Categorical Exclusions / Environmental Determinations. A Categorical Exclusion or Environmental Determination means a category of actions which do not individually or cumulatively have a significant effect on the human environment and for which neither an environmental assessment nor an environmental impact statement is required.

On SR 95, the following location specific documents were reviewed:

Categorical Exclusion Reports

- SR 95 Climbing Lanes, MP 190 to 194.75
- SR 95 Intersection Improvement, MP 160.9 (2011 and 2012 update)
- US 95, MP 34 to MP 44
- SR 95 at SR 72
- SR 95 at Cienega Springs Road Intersection Improvements
- US 95, Peligro – Clarks
- SR 95, MP 132.5 to MP 140.9

Environmental Determination Reports

- US 95/La Paz Valley Road
- US 95, Aberdeen Road and Yuma Proving Ground (YPG) entrance
- US 95, south of Quartzsite
- SR 95, Parker to Lake Havasu
- SR 95, Parker Southbound Lane Drop
- US 95 at MP 79
- SR 95 at MP 112
- SR 95, Parker to Lakeside
- SR 95, Lake Havasu City South
- SR 95 at Buckskin Mountain Road
- SR 95, Holiday Harbor

Environmental Clearance Memorandum (note: these memoranda document ADOT environmental clearance approval, however, the backup documentation, which is typically a categorical exclusion report or an environmental determination report, has not been located):

- SR 95 at Clubhouse Drive
- SR 95, McCulloch Boulevard South – London Bridge Road
- SR 95, Lake Havasu North
- SR 95, Quartzsite, Phase I
- SR 95, Quartzsite, Phase II
- SR 95 at MP 82 and 89
- US 95, Bouse Passing Lanes

These documents are summarized in **Table 5**.

Table 5: Review of Location-Specific Documents Relating to SR 95 Corridor

Segment	Name of Study	Date	Prepared by/for	Overview	Recommendations					Status of Recommendation				Performance Measures	
					Location or Begin Milepost	Description	Preservation	Modernization	Expansion	No Action	Environmental Document	STIP Year and Project Number	Construction Year		
Segment 95-1 (Yuma) – MP 29 to MP 34															
No location- specific documents found															
Segment 95-2: MP 34-42															
2	Final Project Assessment, US 95 Wellton-Mohawk Canal Bridge #343	August 2004	Stanley Consultants / ADOT	Replacement of bridge and canal structures. Within the limits of the US 95 Avenue 9E to Aberdeen Road widening project, and within limits of a pavement preservation project from the Gila Canal to Gila River programmed for FY 2007.	MP 37.5 to MP 38.5	Replace the existing bridge with a new single-span bridge to accommodate the ultimate US 95 cross section. Canal maintenance roadways will be realigned.	N/A	√	N/A	N/A	N/A	N/A	N/A	Did not find an as-built record of this project.	<ul style="list-style-type: none">• Construction cost• Right-of-way requirements• Constructability
2,3	Final Project Assessment, US 95, Construct Passing Lanes Between MP 34 and MP 44	October 2003	ADOT	Improve traffic operations and safety	MP 33.8 to MP 44.10	Construct a SB passing lane between MP 38.93 and MP 39.79 and construct a combined couplet of alternating north and south passing lanes between MP 41.83 and MP 44.10.	N/A	N/A	√	N/A	N/A	N/A	Project 095 YU 34 H6310 01C	2005	None listed
2,3	Categorical Exclusion for US 95, MP 34 to MP 44	March 2005	ADOT Environmental Planning Group	Categorical Exclusion for project	MP 34 to MP 44	Categorical Exclusion	N/A	N/A	N/A	N/A	Received environmental approval		Project 095 YU 34 H6310 01C	2005	None listed
Segment 95-3: MP 42-60															
3	Final Project Assessment for US 95 at Aberdeen Road and YPG Entrance	April 2002	Dahl, Robins & Associates / ADOT	Intersection improvements project for two intersections.	MP 47.4 and MP 44.1	Construct a right-turn lane and left-turn lane at Aberdeen Road and a right-turn lane at the YPG Entrance.	√	√	N/A	N/A	N/A	2003	U 095-B-506	2003	None listed
3	Final Project Assessment, US 95, MP 55 Drainage Crossing	April 2000	Agra Infrastructure	Drainage improvements to prevent flooding	MP 55	Install corrugated metal pipes and raise the roadway profile	√	N/A	N/A	N/A	Consultant was to identify environmental concerns.	2003	U 095-B-506	2003	None listed
3	Final Project Assessment, US 95, MP 57 Drainage Crossing	April 2000	Agra Infrastructure / ADOT	Drainage improvements at three locations to prevent flooding	MP 57	Drainage Improvements	√	√	N/A	N/A	Consultant was to prepare environmental clearance.	2003	U 095-B-501	2003	None listed
3	Environmental Determination for US 95 Aberdeen Rd and YPG entrance	January 2003	ADOT Environmental Planning Group	Environmental Determination for project to add turn lanes.	MP 44.2 to 44.3 and MP 47.2 to 47.5	Environmental Determination for project to add turn lanes.	√	√	N/A	N/A	Received environmental approval	N/A	Project 095 YU 044 H6017 01C	2003	None listed
3	Final Project Assessment, US 95, Castle Dome Annex Road	November 2000	Entranco / ADOT	Improve safety and operations	MP 59.27 to MP 59.67	Relocate the Yuma Proving Ground Castle Dome Annex Road intersection and adding a left-turn lane NB.	N/A	N/A	√	N/A	ADOT to prepare environmental clearance.	2003	U 095-B-501	2003	None listed

Segment	Name of Study	Date	Prepared by/for	Overview	Recommendations					Status of Recommendation				Performance Measures	
					Location or Begin Milepost	Description	Preservation	Modernization	Expansion	No Action	Environmental Document	STIP Year and Project Number	Construction Year		
Segment 95-4: MP 60-MP 80															
4	Categorical Exclusion for US 95, Peligro -Clarks	May 2009	ADOT Environmental Planning Group	Categorical Exclusion for pavement preservation and drainage improvements	MP 63-MP 80	Categorical Exclusion for US 95, Peligro-Clarks	√	N/A	N/A	N/A	Received environmental approval	Amendm ent 16 for FY 2009-2012	Project NH – 095-B(200)A	2010	None listed
4	Environmental Determination for US 95 at MP 79	January 2007	ADOT Environmental Planning Group	Environmental Determination for drainage improvements	MP 79.06 to MP 79.46	Environmental Determination for removing and replacing a concrete box culvert and corrugated metal pipes.	√	√	N/A	N/A	Received environmental approval		Project 095 YU 079 H6520 01C	2009	None listed
Segment 95-5: MP 80-MP 104															
5	Initial Scoping Letter, US 95, MP 82 and 89.2 Turn Lanes	2008	Core Engineering Group / ADOT	Scoping letter for turn lane construction 20 miles south of Quartzsite	MP 82.0 and MP 89.2	The scope of the project is to construct southbound right turn lanes and northbound left turn lanes at the intersections on MP 82 and MP 89.2	N/A	N/A	√	N/A	N/A	N/A	N/A	2011	None listed
5	Environmental Approval Memorandum for US 95 at MP 82 & 89	April 2011	ADOT Environmental Planning Group	Approval Memorandum for US 95; includes turn lanes, installation of rumble strips and guardrails	MP 82 & MP 89	Approval Memorandum for SR 95 for improvements to improve traffic flow at intersections,	√	N/A	√	N/A	Received environmental approval	N/A	Project 095 YU 082 H7526 01C	2012	None listed
5	Environmental Determination for US 95, south of Quartzsite	January 2003	ADOT Environmental Planning Group	Environmental Determination for culvert extension roadway widening project	MP 95.84 to MP 96.47	Environmental Determination for drainage improvements and road widening project	√	N/A	√	N/A	Received environmental approval	N/A	Project 095 LA 096 H5292	2003	None listed
5	Final Project Assessment, US 95, MP 96 and 96.4	March 2001	Carter & Burgess / ADOT	Provide an all-weather crossing at MP 96 and extending two box culverts to accommodate a wider pavement section at MP 96.4	MP 96 and MP 96.4	Provide an all-weather crossing at MP 96 and extending two box culverts at MP 96.4	√	√	N/A	N/A	ADOT to prepare environmental clearance.	N/A	N/A	Did not find a record of this construction	None listed
5	Final Project Assessment, US 95, MP 98 - 104	December 2014	Stanley Consultants / ADOT	Assessment for capacity and drainage improvements	MP 98 to MP 104.23	Widening from two-lanes to five lanes, adding new box culverts and elevating US 95 at several “dip” locations, and constructing turn lanes at the US 95 / Kuehn Street intersection.	N/A	√	√	N/A	An Environmental Overview was included as an appendix. A Categorical Exclusion will be prepared.	N/A	Project 095 LA 098 H8524 01L	Not currently programmed	None listed
5	Project Assessment, US 95, La Paz Valley Road intersection	April 2002	James Davey and Associates/ ADOT	Assessment for turn lane improvements	MP 98.36 to MP 98.69.	Addition of a NB left-turn lane and a SB right-turn lane.	√	√	N/A	N/A	N/A	2003	U 095-B-503	2003	None listed
5	Environmental Determination for US 95/ La Paz Valley Road Project	January 2003	ADOT Environmental Planning Group	Environmental Determination for project to add turn lanes.	MP 98.36 to MP 98.69	Environmental Determination for project to add turn lanes.	√	N/A	N/A	N/A	Received environmental approval	2003	U 095-B-507	2003	None listed

Segment	Name of Study	Date	Prepared by/for	Overview	Recommendations					Status of Recommendation				Performance Measures	
					Location or Begin Milepost	Description	Preservation	Modernization	Expansion	No Action	Environmental Document	STIP Year and Project Number	Construction Year		
5	Environmental Determination for SR 95 at MP 112	July 2005	ADOT Environmental Planning Group	Environmental Clearance Memo for construction of a turn lanes into a the Hi Jolly Campground	MP 112	Environmental Clearance for SR 95 at MP 112, which is to construct turn lanes.	N/A	N/A	√	N/A	Received environmental approval		Project No. 095 LA 112 H6606 01C	2008	None listed
5,6	Memorandum for SR 95, Quartzsite Phase I	April 2000	ADOT Environmental Planning Group	Approval Memorandum for SR 95, Quartzsite Phase I (documentation not included with approval Memorandum)	MP 103.8 to MP 104.5	Approval Memorandum for SR 95, Quartzsite, Phase I – New Bridge and Approach	N/A	√	N/A	N/A	Received environmental approval	N/A	Project 095 LA 105 H4831 01C	2002	None listed
Segment 95-6: MP 104-MP 111															
6	Memorandum for SR 95, Quartzsite Phase II	May 2001	ADOT Environmental Planning Group	Approval Memorandum for SR 95, Quartzsite Phase II road widening	MP 109.1 to MP 110.95	Approval Memorandum for SR 95, Quartzsite, Phase II, road widening from two to five lanes	N/A	N/A	√	N/A	Received environmental approval	N/A	Project 095 LA 109 H4831 02C	2003	None listed
Segment 95-7: MP 111-MP 131															
7	Final Project Assessment, SR 95, Passing Lanes south of Bouse Wash	October 2005	ADOT	Assessment of passing lanes to improve traffic operations and safety	MP 127 to 131	Construct NB and SB 5,000-foot-long passing lanes.	N/A	N/A	√	N/A	N/A	2010	ARRA 095-C(203)A	2010	None listed
7	Environmental Approval Memorandum for Passing Lanes South of Bouse Wash	April 2008	ADOT Environmental Planning Group	Approval Memorandum for US 95, passing lanes south of Bouse Wash	MP 128	Approval Memorandum for SR 95	N/A	N/A	√	N/A	Received environmental approval	N/A	Project 095 LA 128 H675701C	2001	None listed
Segment 95-8: MP 131-MP 142															
8	Quartzsite – Parker – Topock Hwy (SR-95) Offset Right-Turn Lane (Scoping Letter)	January 2005	Kimley-Horn / ADOT	Scoping letter for lane modifications on SR 95 & SR 72	MP 131.69	The scoping project on SR 95 includes the offset of the southbound right turn lane and modifications to the existing signing and pavement markings.	N/A	N/A	√	N/A	N/A	2005	HES 095-C(008)A	2005	None listed
8	Categorical Exclusion for SR 95, at Junction SR 72 – Parker, AZ	July 2010	ADOT Environmental Planning Group	Categorical Exclusion for a new four way traffic signal to replace stop signs/flashing beacon.	MP 131.68	Environmental Clearance for SR 95 at Junction SR 72 traffic signal	N/A	√	N/A	N/A	Received environmental approval	FY 2010	71210 (STIP Item number)	2010	None listed
8,9	Final Project Assessment, SR 95, MP 131.7-MP 142.7 Shoulder Widening	March 2005	ADOT	Widen shoulders and convert non-standard slopes	MP 131.7 to MP 142.7	Scope of project is to widen shoulders to eight feet	√	N/A	N/A	N/A	ADOT EPG will prepare documentation.	2001	F 063-2-533	2001	None listed
8	Categorical Exclusion for SR 95,MP 132.5 to MP 140.9	April 2010	ADOT Environmental Planning Group	Categorical Exclusion of shoulder widening and drainage	MP132.5 to 140.9	Categorical Exclusion for shoulder widening project	N/A	√	N/A	N/A	Received environmental approval	2010	Project 095 LA 132 H6656 01C	2011	None listed

Segment	Name of Study	Date	Prepared by/for	Overview	Recommendations					Status of Recommendation				Performance Measures	
					Location or Begin Milepost	Description	Preservation	Modernization	Expansion	No Action	Environmental Document	STIP Year and Project Number	Construction Year		
				improvements project									STIP Number 11311		
Segment 95-9: MP 142-MP 149															
9	Environmental Determination for SR 95 Parker Southbound Lane Drop	August 2004	ADOT Environmental Planning Group	Environmental Determination for a widening of approximately 0.55 miles	MP 142.5 and MP 143.05	Environmental Determination for a widening of approximately 0.55 miles of SR 95 from two to four lanes between MP 142.5 and MP 143.05 to construct a SB turn lane at the Mohave Rd intersection.	N/A	N/A	√	N/A	Received environmental approval		Project 095 LA 142 H6036 01C	2006	None listed
9	Final Project Assessment, SR 95, MP 144	February 2001	Sverdrup Civil / ADOT	Widen road to improve capacity and safety.	MP 143.93 to MP 147.74	Roadway widening from a two-lane to a five lane highway.	N/A	N/A	√	N/A	ADOT to prepare environmental clearance, with assistance from Colorado River Indian Tribes Museum.	N/A	N/A	N/A	None listed
9	Environmental Determination for SR 95, Parker-Lakeside	June 2004	HDR / ADOT Environmental Planning Group	Environmental Determination for roadway widening and pavement preservation project	MP 143.03 to Milepost 147.80	Environmental Determination roadway widening and pavement preservation project	√	N/A	√	N/A	Received environmental approval	N/A	Project S95 LA 143 H5118 01C	N/A	None listed
9	Categorical Exclusion for SR 95 at Cienega Springs Road Intersection Improvements	June 2014	ADOT Environmental Planning Group	Categorical Exclusion for US 95 intersection improvements	MP 148.97	Categorical Exclusion for SR 95	√	N/A	N/A	N/A	Received environmental approval	N/A	Project 095 LA 149 H8492 H1D STIP Number 17214	FY 2016	None listed
Segment 95-10: MP 149-MP 162															
10	Environmental Determination for SR 95 at Buckskin Mountain State Park	June 2003	ADOT Environmental Planning Group	Environmental Determination for turn lanes on SR and park improvements at Buckskin Mountain State Park	MP 156	Environmental Determination for SR 95 at Buckskin Mountain Park	N/A	N/A	√	N/A	Received environmental approval	N/A	Project 095 LA ASP H5349 01C	2003	None listed
10	Environmental Determination for SR 95, Holiday Harbor	February 2009	ADOT Environmental Planning Group	Environmental Determination for SR 95, Holiday Harbor	MP 156.63 to MP 157.45	Environmental Determination for project to install a center turn lane and drainage improvements	N/A	√	√	N/A	Received environmental approval	2009	Project 095 LA 157 H6380 01C STIP Item number 79903	2012	None listed
10	Final Project Assessment, SR 95, MP 158.8 to MP 159.0	August 2001	Parsons Transportation Group	Construct right-turn lane to eliminate turning queues	MP 158.8 to MP 159	Construct right turn lane for vehicles turning onto NB Spur SR 95 to Parker Dam.	N/A	N/A	√	N/A	ADOT to prepare environmental clearance.	2003	S 095-C-510	2003	None listed

Segment	Name of Study	Date	Prepared by/for	Overview	Recommendations					Status of Recommendation					Performance Measures	
					Location or Begin Milepost	Description	Preservation	Modernization	Expansion	No Action	Environmental Document	STIP Year and Project Number	Construction Year			
10	Environmental Determination for SR 95 Parker to Lake Havasu	April 2003	ADOT Environmental Planning Group	Environmental Determination for a turn lane project at SR 95/ Spur SR 95 to Parker Dam	MP 158.8 to 159.0	Environmental Determination for construction of turn lanes.	N/A	N/A	√	N/A	Received environmental approval	N/A	Project 95 LA 159 H5641 01C	2003	None listed	
10	Final Project Assessment, SR 95, MP 160.9	March 2010	Point Engineers / ADOT	Intersection and drainage improvement project at intersection with CAP Mark Wilmer Pumping Plant and Bill Williams River National Wildlife Refuge.	MP 160.61 to MP 160.85	Add two-way left turn lanes, shift turnouts north, and add right turn lanes.	N/A	N/A	√	N/A	ADOT to prepare environmental clearance.	2013	NH095-C(209)A	2013	None listed	
10	Categorical Exclusion, SR 95 Intersection Improvements	August 2011	ADOT Environmental Planning Group	Categorical Exclusion for US 95, MP 160.9 Project	MP 160.9	Categorical Exclusion for intersection improvement project	√	√	N/A	N/A	N/A	N/A	Project Number 095 LA 160 H7794 01C	2013	None listed	
10	Categorical Exclusion, US 95, MP 160.9	April 2012	ADOT Environmental Planning Group	Updated Categorical Exclusion for US 95, MP 160.9 Project	MP 160.9	Categorical Exclusion for Intersection Improvement	√	√	N/A	N/A	N/A	N/A	Project-095 LA 160 H7794 01C	2013	None listed	
Segment 95-11: MP 162-MP 176																
11,12,13	Access Management Study – SR 95, I-40 to Bill Williams Bridge	July 2004	Lima & Associates / DMJM Harris / ADOT	Access Management Plan for 40 mile segment of SR 95	MP 162 to MP 202	Interim and ultimate access management plans, implementation strategies, authority and funding	√	√	N/A	N/A	N/A	N/A	N/A	N/A	N/A	
11	Environmental Determination for SR 95, Lake Havasu City South	December 2003	ADOT Environmental Planning Group	Environmental Determination for SR 95, Lake Havasu City South climbing and passing lanes, and turn lanes	MP 168 to MP 172	Environmental Determination for SR 95, Lake Havasu City South	N/A	N/A	√	N/A	Received environmental approval	N/A	Project 095 MO 168 H5119 01C	2004	None listed	
Segment 95-12: MP 176-MP 190 (Lake Havasu City)																
12	Memorandum for SR 95, McCullough Boulevard South – London Bridge Road	December 2002	ADOT Environmental Planning Group	Environmental Approval Memorandum for SR 95, McCullough Boulevard South – London Bridge Road project	MP 176.76 to MP 190.08	Environmental Approval Memorandum for McCulloch Blvd South-London Bridge Road	N/A	N/A	N/A	N/A	Received environmental approval		Project 095 MO 176 H4160 01C	2005	None listed	
Segment 95-13: MP 190-MP 202																
13	Categorical Exclusion, SR 95 Climbing Lanes	2013	ADOT Environmental Planning Group	Categorical exclusion for SR 95 Climbing Lanes	MP 190 to 194.75	Categorical Exclusion for climbing lane project	√	N/A	N/A	N/A	N/A	N/A	2013	Project 095 MO 190 H4511 STIP 18312	2014	None listed

Segment	Name of Study	Date	Prepared by/for	Overview	Recommendations					Status of Recommendation				Performance Measures	
					Location or Begin Milepost	Description	Preservation	Modernization	Expansion	No Action	Environmental Document	STIP Year and Project Number	Construction Year		
13	Environmental Approval Memorandum for SR 95, Lake Havasu North	November 2001	ADOT Environmental Planning Group	Environmental Approval Memorandum f (documentation not included with approval Memorandum)	MP 197.55 to MP 200.66	Environmental Approval Memorandum	N/A	√	N/A	N/A	Received environmental approval	N/A	Project 095 MO 197 H4349 01C	2002	None listed

2.4 Mode Specific Documents

Mode-specific documents that were reviewed include studies related to transit, bicycle, pedestrian, railroad, and freight.

Transit plans include the regional transit coordination plans that were developed by WACOG. The purpose of these plans is to address federal planning requirements for a coordinated public transit-human services transportation plan. The plans should maximize transportation availability by matching services with areas where there are needs, and minimizing the duplication of services.

The key document reviewed for bicycle and pedestrian transportation was the Statewide Bicycle and Pedestrian Plan (2013), which addresses the most critical bicycle and pedestrian needs on the state highway system. A recent pedestrian project along the California Avenue/SR 95 Spur includes sidewalk construction and enhancements (2014). Also, the Yuma Regional Transit Study that identified transit needs and recommendations within the greater Yuma area.

Primary reference sources for rail transportation were the Arizona State Rail Plan (2011), which is a comprehensive assessment of the state’s rail needs. A supporting document for this plan was the Statewide Rail Framework Study (2010).

Freight transportation document reviews involved not only the Arizona Multimodal Freight Analysis Study (2007) , which provided strategic recommendations for statewide freight planning, but a number of reference sources used in the development of freight databases and performance measures.

These documents are summarized in **Table 6**.

Table 6: Review of Mode-Specific Documents Relating to SR 95 Corridor

Name of Study	Date	Prepared by/for	Overview	Location or Begin MP	Key Applicable Recommendations
Yuma Regional Transit Study	January 2012	Parsons Brinckerhoff / Arizona Department of Transportation Yuma County	Identifies transit needs and presents recommended transit system improvements based on available funding scenarios.	N/A	Areas along US 95 were found to have low ridership (Dome Valley area) due to the lack of fixed-route transit service. The report listed transit operation and capital financial plans
Western Arizona Regional Transportation Three Year Coordination Plan Update, 2014-2015	2013	WACOG	The Coordination Plan Update was developed in response to federal legislation requiring agencies that receive federal funding comply with their local Coordination Plan.	N/A	Service gaps have been identified in areas along SR 95 that include Quartzsite, Parker, Colorado River Indian Tribes (CRIT), and La Paz County. Transit feasibility study was recommended for La Paz County and CRIT. Note: A Transit Feasibility Study for CRIT was completed in 2014, and recommended implementation of transit service.
Statewide Bicycle and Pedestrian Plan Update	June 2013	Kimley-Horn / ADOT	The purpose of the 2012 ADOT Bicycle and Pedestrian Plan Update (Plan) is to update the 2003 plan and address the most critical bicycle and pedestrian transportation planning needs on the State Highway System (SHS). Plan recommendations are in three areas: Policies and Plans; Education, Encouragement and Evaluation; and Bicycle and Pedestrian Infrastructure.	N/A	Key strategies: <ul style="list-style-type: none"> Support local and regional agencies/jurisdictions to establish connectivity and alternative routes to state highways; Collaborate with local and regional jurisdictions to implement infrastructure along and crossing state highways consistent with local bicycle and pedestrian plans; Coordinate with U.S. Forest Service, National Park Service, and Arizona State Parks to ensure that bicycle and pedestrian facilities connect state highways to forests and national parks; Implement the proposed U.S. Bicycle Route System in Arizona. Sidewalk opportunities identified on SR 95 within Lake Havasu and Parker. Paved shoulder opportunity identified on SR 95 from Parker to Lake Havasu.
Arizona Multimodal Freight Analysis Study	2007	ADOT	Statewide freight study that analyzes the state's freight dependent industries, assesses the multimodal transportation network, and provides strategic recommendations for statewide freight planning.	Statewide	Does not recommend specific projects, but includes policy recommendations, suggested studies, and freight performance measures. Selected performance measures: <ul style="list-style-type: none"> Average truck trip time between trade centers Average travel time and buffer indices for major truck corridors % of priority truck routes meeting key ADOT standards Climbing lanes for trucks Time savings from ITS investments on priority truck corridors Commercial motor vehicle crash rates by segment Pavement and bridge maintenance savings from weight enforcement Percent of public truck parking spaces occupied by time of day Distance between public truck parking facilities Reductions in emissions/ energy use/ vehicle miles of travel (VMT)from large trucks
Arizona State Rail Plan	2011	ADOT	Comprehensive assessment of the state's rail needs. Identifies the current rail system, determines infrastructure needs, and sets out program to include rail in the state's long-range planning processes to improve regional and statewide safety and mobility.		CANAMEX Corridor: Western passage would focus on improving connections between western Arizona and Mexico. Improve freight movements from Yuma to Las Vegas. AZ Spine: Proposed inter-city rail corridor along the AZ Spine would travel between Phoenix and Flagstaff. Rail plan calls for a feasibility study. Operational improvements to Burlington Northern Santa Fe (BNSF) Phoenix Subdivision between Phoenix and Williams Junction. Plan does not offer specifics. Intermodal logistics centers proposed near Flagstaff/Kingman

Name of Study	Date	Prepared by/for	Overview	Location or Begin MP	Key Applicable Recommendations
Statewide Rail Framework Study	2010	ADOT	Supporting document for the Arizona State Rail Plan. Includes existing conditions review, freight and passenger forecasts, BNSF statewide system/operations and proposed strategic opportunity, and proposed implementation actions.	Statewide	Facilitate development of a north-south rail corridor linking existing facilities, supporting the CANMEX trade and other freight and passenger movements.
Freight Analysis Framework	2013	FHWA	Commodity flow origin-destination database that estimates current and forecasts future freight flows to, from, and within AZ by mode and commodity. Estimates by tons, ton-miles, and value. Long-haul truck flows can be mapped. Can also estimate through flows using assumptions about O-D pairs likely to involve travel through AZ.	N/A	N/A – This is a database for use in assessing current and future freight flows.
NCFRP Report 10: Performance Measures for Freight Transportation	2011	Gordon Proctor and Associates/ National Cooperative Freight Research Program	<p>Research project undertaken to develop comprehensive performance measures for the U.S. freight transportation system. Measures are presented as a Freight System Report Card, which has three levels of increasingly detailed information to serve the needs of a wide variety of stakeholders. The Report Card includes 29 performance measures in six categories, and reflects different levels of geographic detail from the local to the global perspective. The six categories include demand, efficiency, system condition, environmental impacts, safety, and the adequacy of investments in the freight system.</p> <p>Performance measures were chosen based largely on the availability of reliable data, as it is recognized that freight performance measurement is challenging.</p>	N/A	<p>Proposed performance measures:</p> <p>Freight demand measures:</p> <ul style="list-style-type: none"> • Volume, all modes • Truck freight volumes • Rail freight volumes • Inland water freight volumes • Containerized marine freight volumes <p>System efficiency measures:</p> <ul style="list-style-type: none"> • Interstate highway speeds • Travel speeds at top Interstate highway bottlenecks • Interstate highway reliability • Class I railroad operating speed • Cost of logistics as a percent of Gross Domestic Product <p>System condition measures:</p> <ul style="list-style-type: none"> • National Highway System (NHS) pavement conditions • NHS bridge conditions <p>Environmental condition measures:</p> <ul style="list-style-type: none"> • Freight-produced greenhouse gas emissions • Truck greenhouse gas emissions • Rail greenhouse gas emissions • Freight-produced ozone-related emissions • Truck-related Volatile Organic Compounds (VOC) • Truck-related nitrogen oxide emissions • Rail nitrogen oxide emissions • Rail VOC emissions • Truck particulate emissions • Ship produced nitrogen oxide and particulate matter <p>Freight safety measures:</p> <ul style="list-style-type: none"> • Truck injury and fatal crashes • Highway/rail at-grade crashes <p>System investment measures:</p> <ul style="list-style-type: none"> • Estimated investment in NHS to sustain conditions • Rail freight industry earning cost of capital • Estimated rail capital investment to sustain market share • Inland waterway investment to sustain lock and dam average age < than 50 years

2.5 Projects Constructed from 2000 to 2015

Projects that were constructed from 2000 to 2015 were summarized using information from ADOT as-built projects contained in the Master As-Built list dated 2015. Projects constructed during this time period focused strongly on system preservation and modernization. A listing of constructed projects is provided in **Table 6**. A graphical summary of preservation, modernization, or expansion projects is shown in **Figure 3**. For projects constructed in the time frame between 2010 and 2015, construction cost estimates are provided. These were obtained from the ADOT Five Year Construction Programs, Arizona State Transportation Board minutes, or reference documents such as Project Assessments, or Categorical Exclusions.

An overview of the projects are:

Roadway Projects:

- Roadway preservation projects – Mill and replace or pavement preservation projects were conducted at 20 locations.
- Roadway widening – Three locations
- Construct climbing/passing lanes – Six locations
- Shoulder improvement – One location (MP 132.5)

Intersection Improvements

- US 95 and Avenue 5 E
- US 95 and Aberdeen Road and YPG entrance
- US 95 and Castle Dome Annex Road
- US 95 and La Paz Valley Road
- SR 95 at MP 112 (Road 244)
- SR 95 and SR-72 – Offset right turn lane
- SR 95 and Bill Williams River NWR Road

Bridge Projects:

- Scour retrofit – One location (MP 131)
- Bridge or bridge deck rehabilitation – Two projects
- New Bridge and approach – One Project

Intelligent Transportation System (ITS) Projects:

- Dynamic Message Signs (DMS) – One location (MP 143)

Port of Entry Projects

- Truck monitoring system – One location at Parker Port of Entry (POE) (MP 143.91)

Safety Projects:

- Highway Lighting and Pedestrian Beacon – One project (MP 244.46)
- Roadway Safety Project – One project (MP 148.97)
- Fencing installation or replacement – One project (MP 189.79)

Traffic Control:

- Traffic signal installation – Four locations

Other Projects:

- Pathway and landscaping projects – Five locations

Table 7: Projects Constructed on SR 95 Corridor Since 2000

ID Number (shown in Figure 3)	Project	TRACS Number	Begin Milepost	End Milepost	As- Built Date	Description	Construction Cost (\$000) for Projects Constructed between 2010 – 2015	Type of Project
Segment 95-A: MP 24-MP 29								
1	ACNH 095-B-(1)P	H5268 01C	24.5	31.98	2002	US 95 - Ave 2E-Ave 9E		Preservation
2	F 063-1-545	H519301C	27.7	67.7	2000	US 95 - US 95 at Ave 5E		Modernization
Segment 95-1 (Yuma): MP 29-MP 34								
3	NH 999-A(336)A	H8368 01C	29	29	2012	Preventative surface treatment	\$616	Preservation
4	U 095-B-500	HX07301C	29.95	29.95	2001	US 95 - Ave 7E-Traffic Signal-2000		Modernization
5	U 095-B-502	H598301C	32	65	2001	US 95 - MP 32		Preservation
6	095-B(005)A H6584	H6584 01C	33	33	2006	Gila Canal to Gila River Bridge 3" AC overlay and AR-ACFC 05 PDF 23A		Preservation
7	U 095-B-508	HX15201C	33.75	33.75	2005	US 95 At Avenue 11E New Traffic Signal 05		Modernization
Segment 95-2: MP 34-MP 42								
8	NH 095-B(004)A	H631001C	41.83	41.83	2005	US 95 - MP 41-44-Passing Lanes		Expansion
Segment 95-3: MP 42-MP 60								
9	U 095-B-506	H601701C	44.2	47.5	2003	US 95 - Aberdeen Road and Yuma Proving Ground (YPG) Entrance		Modernization
10	ARRA 095-B(202)A	H784901C	44.3	54	2010	US 95, MP 44.3 TO 54.0 Chip Seal	\$503	Preservation
11	ARRA 095-B(200)A	H5841 01C	51.56	80	2010	US 95, Peligro-Clarks - Pavement Preserve	\$12,418	Preservation
12	U 095-B-504	H5290 01C	55	55	2003	US 95 at MP 55 Drainage Crossing		Modernization
13	U 095-B-505	H5291- 01C	57	57	2003	US 95 at MP 57 Drainage Crossing		Modernization
14	U 095-B-501	H5582 01C	59.04	59.46	2003	Castle Dome Annex Rd.		Modernization
Segment 95-4: MP 60-MP 80								
15	F 063-1-544	H429901C	73.1	75.2	2000	US 95, MP 73.1 -75.2		Expansion
16	095-B-NFA	H6520 01C	79.22	79.22	2009	SR 95, Construct CBC&CMP		Modernization
Segment 95-5:MP 80-MP 104								
17	NH 095-B-(2)P	H5269 01C	80	87	2002	US 95, Clarks-Kofa-Overlay -ACFC		Preservation
18	NH 095-B(204)A	H7526 01C	82 and 89	82 and 89	2012	At MP 82 and MP 89 Intersection improvement and Construction of Turn Lanes	\$1,594	Expansion
19	U 095-B-503	H5292 01C	95.80	96.54	2003	US 95 - South Of Quartzsite		Expansion
20	NH 095-B(203)A	H7495 01C	95.86	95.86	2013	Crystal Hill Rd. - Jet. 1-10 AR-ACFC & AC Overlay	\$4,344	Preservation
21	NH 095-B-(3)P	H5270 01C	95.90	104.8	2001	US 95, Kofa-New Water Rd-ACFC Overlay		Preservation
22	U 095-B-507	H6013 01C	98.39	98.69	2003	US 95@ La Paz Valley Road		Modernization
23	F 063-1-541	H424601C	99.10	103.8	2000	SR 95, US-90 1-10		Modernization
24	ACNH 063-2(22)P	H483101C	103.93	104.5	2002	SR 95, Quartzsite Phase I-New Bridge & Approach-2000		Modernization
Segment 95-6 (Quartzite): MP 104-MP 111								
25	ACNH 063-2-(25)B	H4831 02C	109.07	110.94	2003	SR 95, Quartzsite, Phase II Reconstruct the Existing Roadway		Preservation
26	TEA 0(201)A	H7502 01C	109.10	109.1	2012	SR 95- MP 109.10-MP 110.09-Town of Quartzsite, Landscape, Irrigation, and Site Furnishings	\$445	Preservation
27	S 095-C-508	H6297 01C	110.60	115.9	2003	Tyson Dr. – Bouse Rd, Mill 3/4 + 1/2 AR-ACFC		Preservation

ID Number (shown in Figure 3)	Project	TRACS Number	Begin Milepost	End Milepost	As- Built Date	Description	Construction Cost (\$000) for Projects Constructed between 2010 – 2015	Type of Project
	NH 095-C(212)T	H836501C	110.63	110.63	2012	Plomosa Rd. to N. of Quartzsite Double Application Chip Seal Coat	\$355	Preservation
Segment 95-7: MP 111-MP 131								
29	NON 095-C-NFA	H6606 01C	111.87	112.15	2008	SR 95 At MP 112Intersection Improvements		Modernization
30	AC 063-2(21)	H454801C	115.90	126	2001	SR 95-Bouse Rd-N-Pavement		Preservation
31	NH 095-C(006)A	H585501C	126.00	131.5	2003	126- Jet. SR 72 AC Overlay & AR-ACFC		Preservation
32	ARRA 095-C(203)A	H675701C	128.63	131.29	2010	SR 95 - Passing Lane South of Bouse Wash	\$1,800	Expansion
Segment 95-8: MP 131-MP 142								
33	S 095-C-503	H566701C	131.00	131.5	2001	Bouse Wash Bridge/Quartzsite-Parker-Topock Hwy (US 95) 2001.		Preservation
34	HES 095-C(008)A	HX15801C	131.31	131.5	2005	SR 95 at SR-72 Offset Right-Turn Lane.		Expansion
35	STP 095-C(208)A	HX23001C	131.68	131.68	2010	SR 95- SR 95@ Jet SR 72- Traffic Signal Construction	\$251	Modernization
36	F 063-2-533	H665601C	131.70	143.1	2001	SR 95, Jct SR 72-Parker-Mill and Replace AR-ACFC		Preservation
37	F 063-2-527	H503901C	131.98	131.98	2000	SR 95-JCT SR 95		Modernization
38	STP 095-C(205)A	H603601C	132.5	142.7	2011	SR 95 Shoulder Widening	\$1,700	Modernization
Segment 95-9 (Parker): MP 142-MP 149								
39	F 095-C-500	H511801C	142	142	2001	SR 95 & Shea Rd-Add Left-Turn Lane-2000		Expansion
40	S 095-C-512	H799801C	142.59	142.59	2006	SR 95 Parker - SB Lane Drop-MP-142		Modernization
41	NH 095-C(005)B	H424601C	143	143	2006	SR 95 Parker-Lakeside Construct Roadway		Expansion
42	STP 999-A(387)T	H483101C	143	143	2013	DMS PHASE 9a NB & I SB	\$1,210	Modernization
43	TEA 063-2(23)P	H4831 02C	143.91	144	2002	SR 95 Downtown Parker (SR95)/2001.		Preservation
44	HSIP S95-A(202)T	H7502 01C	143.91	143.91	2013	Spur to Colorado River Bridge - Pavement Rehabilitation	\$977	Preservation
45	STP S95-A(203)T	H875201C	144.42	144.42	2015	State Line-Parker Port of Entry Install Truck Monitoring	\$7,500 (for all POEs)	Modernization
46	F 063-2-534.	H536001C	144.8	148.3	2001	SR 95 -Parker-Jct SR 95B-AR-ACFC-2000		Preservation
Segment 95-10: MP 149-MP 162								
47	S 095-C-509	H6298 01C	148.3	155.1	2003	JCT SR.95, Notled- Mill 1/2 + 1/2 AR-ACFC		Preservation
48	HSIP 095-C(216)T	H8492 01C	148.97	148.97	2015	Cienega Springs Rd Safety Project, Southbound Left Turn Lane	\$500	Modernization
49	S 095-C-507	H5349 01C	155	155	2003	Buckskin Mountain State Park (River Island) Recon Existing PH. II Buckskin		Preservation
50	NH 095-C(202)A	H638001C	156.63	156.63	2012	SR 95 - Roadway Widening & Drainage Improvements 2010	\$4,193	Expansion
51	S 095-C-510	H5641 01C	158.8	158.8	2003	SR 95-Right-Turn Lane MP 158.80-MP 159.00		Expansion
52	NH 095-C(209)A	H779401C	160.85	160.85	2013	Bill Williams River NWR Rd.	\$3,364	Modernization
53	NON 095-C-NFA	H711501C	161.73	161.73	2010	SR 95 - Bill Williams Bridge Deck Repair	\$1,207	Preservation
54	NH 095-C(001)P	H444101C	161.96	176.9	2001	SR 95 - Bill Williams River-North-Overlay, Restore Profile		Preservation

ID Number (shown in Figure 3)	Project	TRACS Number	Begin Milepost	End Milepost	As- Built Date	Description		Type of Project
Segment 95-11: MP 162-MP 176								
55	S 095-C-511	H511901C	168.22	171.39	2004	SR 95 - Lake Havasu City South-Climbing/Passing		Expansion
Segment 95-12 (Lake Havasu City): MP 176-MP 190								
56	NH 095-C(004)B	H4160 01C	176.76	190.08	2005	McCulloch Blvd South-London Bridge Road		Expansion
57	S 095-C-501	HX06701C	177.96	177.96	2000	SR 95 - Oro Grande Blvd-Traffic Signal		Modernization
58	TEA 095-C(207)T	H8018 01C	180.5	180.5	2014	Lake Havasu City Landscaping Phase II	\$655	Modernization
59	S 095-C-513	H6843 01C	182	182	2009	Lake Havasu - New Parking Area Pavement Preservation and Erosion Control. 07		Expansion
60	TEA 095-C(007)A	H6409 01C	182.22	182.50	2006	Quartzsite/Parker/Swanson Ave- Mesquite Ave- Landscape & Irrigation. 06/08		Modernization
61	TEA 095-C(204)A	H789701C	182.5	189.5	2013	SR 95 - Mesquite Ave-S Palo Verde Ave- Lake Havasu	\$361	Modernization
62	F 063-2-528	H466701C	183.84	184.89	2001	SR 95, Industrial Boulevard		Expansion
63	NH 095-C(213)T	H846301C	189.79	189.79	2013	London Bridge Rd to 1-40 Construct Game Fence	\$1,300	Modernization
64	F 063-2-535	H536101C	189.9	194.4	2001	SR 95 - Castle Rock Rd-Mohave Mountains-AR-ACFC-2000-		Preservation
Segment 95-13: MP 190-MP 202								
65	HPP NH-095-C(206)	H4511.01C	190.38	I-40	2014	SR 95, Lake Havasu to 1-40, NB Passing Lanes	\$1,562	Expansion
66	AC 095-C-(2)A	H5271 01C	194	201.95	2002	SR 95 - Lake Havasu City - Jct. 1-40 Overlay		Preservation
67	AC 095-C-(3)A	H4349 01C	197.55	200.66	2002	SR 95 - Lake Havasu North Overlay-Passing Lane		Expansion

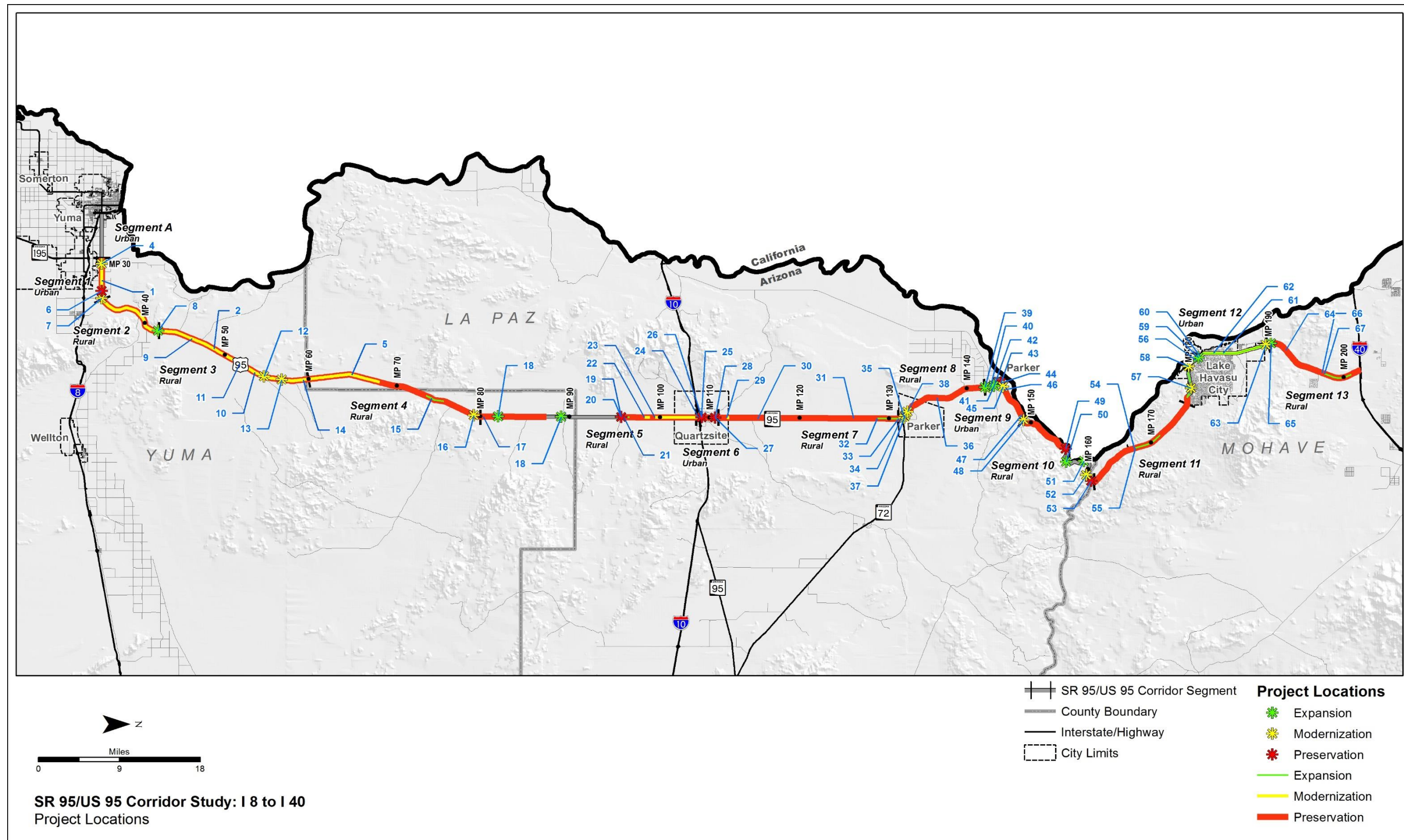


Figure 3: Modernization, Preservation, and Expansion Projects on SR 95 from 2000 to 2015

3 Recommendations Not Implemented

Various studies have recommended additional improvements to SR 95. A summary of projects that have been recommended on each segment but not yet implemented are provided in Table 8.

Table 8: Recommendations Not Implemented / Constructed

Segment Number	Project	Project Type	Project Location		Source	Comments
			Begin Milepost	End Milepost		
Segment 95-A: MP 24-MP 29						
Segment 95-1 (Yuma): MP 29-MP 34						
1	Construct Fortuna Wash Bridge	Modernization	MP 34		State Transportation Improvement Program, FY 2015-FY 2019	Programmed for FY 2015
1, 2, 3	US 95, Avenue 9E to 18.5 miles north, widen from 2 to 6 lanes	Expansion	MP 31.85	MP 50.35	Western Arizona Regional Framework Study, Working Paper 3	
1	US 95 / Avenue 8E safety improvements	Modernization	MP 30.9		Yuma Metropolitan Planning Organization Regional Transportation Plan	
1	Avenue 9E to Fortuna Road , widen from 2 to 4 lanes	Expansion	MP 31.9	MP 33.7	Yuma Metropolitan Planning Organization Regional Transportation Plan	
1, 2	Fortuna Road to Gila River, widen from 2 to 4 lanes	Expansion	MP 33.7	MP 38.9	Yuma Metropolitan Planning Organization Regional Transportation Plan	
1, 2	US 95, MP 31.8 to MP 38.8, widen from a 2 lane to a 4 lane highway with a continuous left turn lane	Expansion	MP 31.8	MP 38.8	US 95, Avenue 9E to Aberdeen Road, Final Design Concept Report	
Segment 95-2: MP 34-MP 42						
1, 2, 3	US 95, Avenue 9E to 18.5 miles north, widen from 2 to 6 lanes	Expansion	MP 31.85	MP 50.35	Western Arizona Regional Framework Study, Working Paper 3	
2	US 95, Fortuna Road to Gila River, widen from 2 to 4 lanes	Expansion	MP 33.7	MP 38.9	Yuma Metropolitan Planning Organization Regional Transportation Plan	
2	US 95, MP 31.8 to MP 38.8, widen from a 2 lane to a 4 lane highway with a continuous left turn lane	Expansion	MP 31.8	MP 38.8	US 95, Avenue 9E to Aberdeen Road, Final Design Concept Report	
2, 3	US 95, MP 31.8 to MP 38.8, widen from a 2 lane to a 4 lane highway with a 50 foot graded median	Expansion	MP 38.8	MP 47.7	US 95, Avenue 9E to Aberdeen Road, Final Design Concept Report	
Segment 95-3: MP 42-MP 60						
2, 3	US 95, Avenue 9E to 18.5 miles north, widen from 2 to 6 lanes	Expansion	MP 31.85	MP 50.35	Western Arizona Regional Framework Study, Working Paper 3	

Segment Number	Project	Project Type	Project Location		Source	Comments
			Begin Milepost	End Milepost		
3 - 13	US 95/SR 95, 18.5 miles north of Avenue 9E to SR 68, widen from 2 to 4 lanes	Expansion	MP 50.35	MP 139.47 (SR 95/SR 68 – beyond study area limits)	Western Arizona Regional Framework Study, Working Paper 3	
3	US 95, Imperial Dam Road to Aberdeen Road, widen from 2 to 4 lanes	Expansion	MP 44.1	MP 47.3	Yuma Metropolitan Planning Organization Regional Transportation Plan	
3, 4, 5	US 95, Milepost 42 to Cibola Lake Road, widen to four lanes	Expansion	MP 42	MP 82	Final Design Concept Report, US 95, Milepost 42 to Cibola Lake Road	
Segment 95-4: MP 60-MP 80						
3 - 13	US 95/SR 95, 18.5 miles north of Avenue 9E to SR 68, widen from 2 to 4 lanes	Expansion	MP 50.35	MP 139.47 (SR 95/SR 68 – beyond study area limits)	Western Arizona Regional Framework Study, Working Paper 3	
4, 5	Southbound passing lane	Expansion	MP 76	MP 82	Climbing and Passing Lane Prioritization Study	Noted as a Tier 3 project – low priority
4, 5	Northbound passing lane	Expansion	MP 76	MP 82	Climbing and Passing Lane Prioritization Study	Noted as a Tier 3 project – low priority
3, 4, 5	US 95, Milepost 42 to Cibola Lake Road, widen to four lanes	Expansion	MP 42	MP 82	Final Design Concept Report, US 95, Milepost 42 to Cibola Lake Road	
Segment 95-5: MP 80-MP 104						
3, 4, 5	US 95, Milepost 42 to Cibola Lake Road, widen to four lanes	Expansion	MP 42	MP 82	Final Design Concept Report, US 95, Milepost 42 to Cibola Lake Road	
3 - 13	US 95/SR 95, 18.5 miles north of Avenue 9E to SR 68, widen from 2 to 4 lanes	Expansion	MP 50.35	MP 139.47 (SR 95/SR 68 – beyond study area limits)	Western Arizona Regional Framework Study, Working Paper 3	
4, 5	Southbound passing lane	Expansion	MP 76	MP 82	Climbing and Passing Lane Prioritization Study	Noted as a Tier 3 project – low priority
4, 5	Northbound passing lane	Expansion	MP 76	MP 82	Climbing and Passing Lane Prioritization Study	Noted as a Tier 3 project – low priority
5	Southbound passing lane	Expansion	MP 84	MP 90	Climbing and Passing Lane Prioritization Study	Noted as a Tier 3 project – low priority
5	Northbound passing lane	Expansion	MP 88	MP 90	Climbing and Passing Lane Prioritization Study	Noted as a Tier 3 project – low priority
5	Southbound passing lane	Expansion	MP 92	MP 98	Climbing and Passing Lane Prioritization Study	Noted as a Tier 3 project – low priority
5	Northbound passing lane	Expansion	MP 92	MP 98	Climbing and Passing Lane Prioritization Study	Noted as a Tier 3 project – low priority

Segment Number	Project	Project Type	Project Location		Source	Comments
			Begin Milepost	End Milepost		
Segment 95-6 (Quartzite): MP 104-MP 111						
3 - 13	US 95/SR 95, 18.5 miles north of Avenue 9E to SR 68, widen from 2 to 4 lanes	Expansion	MP 50.35	MP 139.47 (SR 95/SR 68 – beyond study area limits)	Western Arizona Regional Framework Study, Working Paper 3	
Segment 95-7: MP 111-MP 131						
3 - 13	US 95/SR 95, 18.5 miles north of Avenue 9E to SR 68, widen from 2 to 4 lanes	Expansion	MP 50.35	MP 139.47 (SR 95/SR 68 – beyond study area limits)	Western Arizona Regional Framework Study, Working Paper 3	
Segment 95-8: MP 131-MP 142						
3 - 13	US 95/SR 95, 18.5 miles north of Avenue 9E to SR 68, widen from 2 to 4 lanes	Expansion	MP 50.35	MP 139.47 (SR 95/SR 68 – beyond study area limits)	Western Arizona Regional Framework Study, Working Paper 3	
8	Southbound passing lane	Expansion	MP 132	MP 139	Climbing and Passing Lane Prioritization Study	Noted as a Tier 2 project – medium priority
8, 9, 10	Northbound passing lane	Expansion	MP 132	MP 161	Climbing and Passing Lane Prioritization Study	Noted as a Tier 2 project – medium priority
Segment 95-9 (Parker): MP 142-MP 149						
3 - 13	US 95/SR 95, 18.5 miles north of Avenue 9E to SR 68, widen from 2 to 4 lanes	Expansion	MP 50.35	MP 139.47 (SR 95/SR 68 – beyond study area limits)	Western Arizona Regional Framework Study, Working Paper 3	
9	Intersection improvement at SR 95/ Mohave Road	Modernization	MP 143		State Transportation Improvement Program, FY 2015-FY 2019	Programmed for FY 2017
9	SB Left turn Lane at Cienega Springs Road	Expansion	MP 148		State Transportation Improvement Program, FY 2015-FY 2019	Programmed for FY 2015
8, 9, 10	Northbound passing lane	Expansion	MP 132	MP 161	Climbing and Passing Lane Prioritization Study	Noted as a Tier 2 project – medium priority
9	Sidewalk opportunities identified on SR 95 within Lake Havasu and Parker.	Modernization			Statewide Bicycle and Pedestrian Plan Update	
9	Paved shoulder opportunity identified on SR 95 from Parker to Lake Havasu.	Modernization			Statewide Bicycle and Pedestrian Plan Update	

Segment Number	Project	Project Type	Project Location		Source	Comments
			Begin Milepost	End Milepost		
Segment 95-10: MP 149 - MP 162						
3 - 13	US 95/SR 95, 18.5 miles north of Avenue 9E to SR 68, widen from 2 to 4 lanes	Expansion	MP 50.35	MP 139.47 (SR 95/SR 68 – beyond study area limits)	Western Arizona Regional Framework Study, Working Paper 3	
10	Northbound passing lane	Expansion	MP 152	MP 155	Climbing and Passing Lane Prioritization Study	Noted as a Tier 3 project
9,10	Northbound passing lane	Expansion	MP 132	MP 161	Climbing and Passing Lane Prioritization Study	Noted as a Tier 2 project – medium priority
10	Northbound passing lane	Expansion	MP 158	MP 161	Climbing and Passing Lane Prioritization Study	Noted as a Tier 2 project – medium priority
10	Passing Lanes	Expansion	MP 148	MP 162	Yuma District Discussion, 6/29/2015	
Segment 95-11: MP 162-MP 176						
3 - 13	US 95/SR 95, 18.5 miles north of Avenue 9E to SR 68, widen from 2 to 4 lanes	Expansion	MP 50.35	MP 139.47 (SR 95/SR 68 – beyond study area limits)	Western Arizona Regional Framework Study, Working Paper 3	
11	Northbound passing lane	Expansion	MP 166	MP 173	Climbing and Passing Lane Prioritization Study	Noted as a Tier 3 project – low priority
11	Southbound passing lane	Expansion	MP 166	MP 175	Climbing and Passing Lane Prioritization Study	Noted as a Tier 2 project – medium priority
11, 12	Construct drainage improvements	Modernization	MP 165.8 and MP 183.6		2016-2020 Five – Year Transportation Facilities Construction Program	FY 2017
Segment 95-12 (Lake Havasu City): MP 176-MP 190						
3 - 13	US 95/SR 95, 18.5 miles north of Avenue 9E to SR 68, widen from 2 to 4 lanes	Expansion	MP 50.35	MP 139.47 (SR 95/SR 68 – beyond study area limits)	Western Arizona Regional Framework Study, Working Paper 3	
11, 12	Construct drainage improvements	Modernization	MP 165.8 and MP 183.6		2016-2020 Five – Year Transportation Facilities Construction Program	FY 2017
12	Bus transit service between Kingman and Lake Havasu City	Expansion			Western Arizona Regional Framework Study, Working Paper 3	
12	Sidewalk opportunities identified on SR 95 within Lake Havasu and Parker.	Modernization			Statewide Bicycle and Pedestrian Plan Update	
12	Paved shoulder opportunity identified on SR 95 from Parker to Lake Havasu.	Modernization			Statewide Bicycle and Pedestrian Plan Update	
12	Bicycle Accommodation / Widen Shoulders	Expansion	Lake Havasu City	Bill Williams Bridge / Colorado River Area	Kingman District Discussion, 6/30/2015	

Segment Number	Project	Project Type	Project Location		Source	Comments
			Begin Milepost	End Milepost		
Segment 95-13: MP 190-MP 202						
3 - 13	US 95/SR 95, 18.5 miles north of Avenue 9E to SR 68, widen from 2 to 4 lanes	Expansion	MP 50.35	MP 139.47 (SR 95/SR 68 – beyond study area limits)	Western Arizona Regional Framework Study, Working Paper 3	
13	Construct SR 95 / I-40 System Interchange	Expansion/Modernization	-	-	Western Arizona Regional Framework Study, Working Paper 3	
13	Northbound passing lane	Expansion	MP 194	MP 201	Climbing and Passing Lane Prioritization Study	Noted as a Tier 2 project – medium priority
13	SR 95, Widen to 4 lanes	Expansion	Lake Havasu City	I-40	Kingman District Discussion, 6/30/2015	

4 District Discussions

Discussions were held with ADOT Yuma District and Kingman District staff to receive District input on past investments, current needs, and future challenges for SR 95. Summaries of the discussions are provided below, with information grouped by the general topics discussed.

4.1 Yuma District Discussion Summary

Meeting Date: June 29, 2015

Meeting Location: ADOT Yuma District Offices, 2243 E. Gila Ridge Rd, Yuma, Arizona

Attendance: Paul Patane, Isabell Garcia, James Bramble, Frank Felix, Tazeen Dewan, Asad Karim, Joy Melita, Jennifer Love Brent Crowther, Ted Ritschard.

General

- Passing lanes needs are of highest priority to Yuma District.
- ADOT has completed DCRs to widen SR 95 to 4-lanes. These include MP 30 to Aberdeen Road, and MP 42 to MP 80 (Cibola).

Pavement

- Did not discuss

Bridge

- Did not discuss

Mobility

- GM test track is expanding.
- Yuma Proving Groups is expanding. They need additional access (north of Cibola, outside of the completed DCR). They should be contacted during the course of the study. Trash will be transported from California by rail, and then hauled to the new landfill by truck.
- La Paz County should be contacted. A new landfill transfer facility is planned near MP 126.
- Passing opportunities are better in La Paz County than they are in Yuma County.
- Traffic on SR 95 is highly seasonal, particularly near the small urban areas (e.g. Quartzsite). Winter traffic is heavy in areas south of Quartzsite. ADOT recently completed a Project Assessment for MP 98 to MP 104.
- SR 95 in Quartzsite does not directly connect to I-10. Traffic must route west on State Business Route 10.
- Segment 7 (Quartzsite to Parker) is in pretty good condition from a mobility (passing lane) perspective.
- There are limited passing opportunities in Segment 8.
- Segment 10 has limited passing lane opportunities. From Buckskin Park (MP 148 to Bill Williams Bridge (MP 162), there are no passing lanes. Passing lanes are needed. Freight

mobility is limited in Segment 10 which serves trucks, recreational vehicles, vehicles towing boats, etc.

- Study team should review BLM Resource Management Plans. Additional areas are planned for camping and recreational vehicles.
- The study team should consider moving the limits of Segment 9 to the junction with Old SR 95 (MP 148.2).

Safety

- Issues include culverts located at the edge of the road, clear zones for culvert crossings.
- Nighttime visibility. Through some sections, lanes are difficult to see at night. RPMs, similar to those on interstates are needed.

Freight

- Passing lanes are needed to accommodate freight traffic.

4.2 Kingman District Discussion Summary

Meeting Date: June 30, 2015

Meeting Location: ADOT Kingman District, 3660 E. Andy Devine Ave. Kingman, Arizona

Attendance: Mike Kondelis, Chris Olsen, Kara Lavertue, Craig Raborn, Todd Steinberger, Heidi Yaqub, Michael Grandy, Brent Crowther, Ted Ritschard

General

- SR 95 needs to be widened to 4-lanes between Lake Havasu City and I-40.
- Widened shoulders are needed south of Lake Havasu City, towards the Bill Williams National Wildlife Refuge.

Pavement

- Did not discuss.

Bridge

- Did not discuss.

Mobility

- SR 95 is used by a variety of users: commercial trucks, passenger vehicles, recreational vehicles, bicyclists, and pedestrians.
- The bicycling community is particularly strong in the Lake Havasu area.
- Traffic is highly seasonal. During winter months, the percentage of large and slower-moving recreational vehicles is higher than in summer months.
- SR 95 between Lake Havasu City and Bill Williams Bridge/Colorado River recreation areas

is a popular bicycling corridor.

- A 4-lane divided highway is needed between I-40 and Lake Havasu City.
- SR 95 provides access to BLM land. Dirt road access points should be consolidated.
- Passing lanes are needed NB north of the Bill Williams National Wildlife Refuge bridge.
- ADOT completed an alignment study for a Lake Havasu City bypass (2009).
- A new climbing lane was recently completed north of Lake Havasu City, between Lake Havasu City and I-40.

Safety

- An Access Management Study was prepared by the Kingman District (2004/2005).
- SR 95 is widened to a 5-lane section with curb and gutter (no shoulder) in the 1990's. There are not a lot of side street access points. This has caused issues for vehicle break-downs, as vehicles are forced to occupy the right lane.
- Tourists along SR 95 are frequently looking for side-streets; they slow down as they look impeding traffic in the through lanes because there are no shoulders.

Freight

- Passing lanes are needed coming out of the Colorado River area. Large truck traffic and recreational traffic in the winter impede other traffic.
- SR 95 is the only corridor that connects Lake Havasu City and other communities to the interstates. It is a vital freight corridor; all goods are trucked to these communities.